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1967-1968

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H.Q. Southern Command, Salisbury, Wilts.

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Secretary

Colonel P. G. L. Cousens, C.B.E.
The Army Ski Association, The Ministry of Defence (A.S.C.B.),
Lansdowne House, London, W.1. Tel. GROsvenor 8040, Ext. 291.

Assistant Secretary

Miss J. M. Devitt

Affiliated Clubs

Royal Artillery Alpine Club	Colonel O. R. W. Oswald, D.S.O., Room 2203 Ministry of Defence, S.W.1.
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Royal Signals Ski Club	Lieut.-Colonel S. P. Irwin, 34 (N) Signals Regiment (V), Middlesbrough, Yorks.
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HON. MEMBERS OF THE ARMY SKI ASSOCIATION

1954	Einar Bergsland (Norwegian)
1957	Lieut. L. Braathen (Norwegian)
1957	Oberst Bullet (Swiss)
1957	Oberstkorpskommandant Corbat (Swiss)
1954	Colonel Erik Drakenberg (Swedish)
1961	General Gustav Dyrssen (Swedish)
1953	Colonel Fritz Erb (Swiss)
1959	Colonello Fabre (Italian)
1954	Capt. Galeb Fahss (Lebanese)
1961	Mr. N. C. Garrett
1961	Colonel Olle Hedersen (Swedish)
1957	Capt. I. Hornquist (Swedish)
1954	Brigadier Sir John Hunt, C.B.E., D.S.O.
1954	Major N. V. Johnstone, D.S.O.
1957	Dr. Kofler (Austrian)
1960	Kristen Kvello (Norwegian)
1955	Sir Arnold Lunn
1957	Oberst Luthy (Swiss)
1959	Colonel E. S. Macfie, T.D. (late W.R.A.C.)
1952	Major G. J. C. Moore
1951	Mrs. G. J. C. Moore
1957	Oberstkorpskommandant Nager (Swiss)
1952	Colonel J. Petersen (Norwegian)
1956	Colonel Harald Sandvik (Norwegian)
1957	Major Soldati (Swiss)
1959	Overste Valdemar Swedenborg (Swedish)
1961	Brigadier Sven Thofelt (Swedish)
1960	Birger Torrissen (U.S.A.)
1957	Oberst Wohnlich (Swiss)
1952	Prof. Friedl Wolfgang (Austria)
1957	Major-General J. E. T. Younger, C.B.
1957	Direktor Zimburg (Austria)
	and
1960	The Commandant of the Ecole de Haute Montagne Chamonix (Colonel Flottard and his successors)
1960	The Commandant of S.V.I. Elverum, Norway
1964	Major-General J. M. Rockingham, C.B., C.B.E., D.S.O., E.D., C.D., Chairman Ski Association of the Canadian Army.
	Colonel Muller, Commander Sonthofen Garrison.
	Colonel Sollner, Commandant Sportschule Bundeswehr.
	Herr Ernst Skardarasy, Proprietor Zurserhof Hotel.
	Baron C. H. Menshengen, Managing Director Kitzbuhel Tourist Office.
	Herr Peter Kasper, Managing Director, St. Moritz Tourist Promotion Office.
1965	Generalmajor O. J. Bangstad, Norwegian Army.
	Johs Woxen, British Biathlon Team Coach.
	Gunther Flaig, Brand Austria.
	Toni Kofler, Grand Hotel, Kitzbuhel.
1966	Herr Karl Fuchs, Austrian Ski School, Carrbridge.

EDITORIAL

The Future of the Year Book

Those members who enjoy reading Balance Sheets will have noted that the cost of the Year Book for 1966/67 was over seven hundred pounds.

The Year Book is distributed free to each member—one to each family only, and the necessary ten thousand copies works out at one shilling and five pence each. Costs, especially in the printing trade which in addition, has to pay Selective Employment Tax, are continually rising and therefore it has been decided that the Year Book will not continue to be printed in its present form. For 1967/68 the Year Book will be printed less General Rules of the A.S.A., full results of all races and records of races in the past.

The new Year Book will be Part I and is to be printed annually and forwarded to all paid-up members.

Part II will consist only of the full results of the previous year's races. A limited number of copies will be printed annually and will be forwarded to those members who complete the request form at the back of Part I.

Part III which will consist of the General Rules and also Racing Records of the A.S.A. will be printed at intervals of two or three years and will also be forwarded only at members' request.

This will be the first year that the new system is in operation and the Council of the A.S.A. will welcome views of members on its continuance or amendment.

AUTHOR'S FEES

To make the Year Book Part I of more interest to members it is proposed to offer five pounds per page, approximately six hundred words, and maximum ten pounds for articles, etc., on any aspect of winter sports. Authors of official reports will not qualify.

Complain bitterly about everyone and everything and get a fiver!

BRITISH OLYMPIC SKI TEAM

The Biathlon team to represent Great Britain in the 1968 Olympic Games will consist mainly of serving soldiers. *Soldier* magazine is to record the training and trial races carried out by the team and also a full account of the race at Grenoble.

MEMBERS' SUBSCRIPTIONS

It would be of great assistance to the Secretariat if members, intending to resign, would be kind enough to inform the Secretary, A.S.A. and confirm that the Bankers' Orders have been cancelled.

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CORRESPONDENCE

Dear Hon. Editor,

British Skiing has always been well represented by the Army. This last season proved no exception with three of the ten racers doing "the circuit" being in the Army. They were David Borrodaile (15/19th Hussars), Charles De Westernholz (Scots Grays) and David Freeth (3 R.H.A.).

However, two of the civilians in the British team are shortly due to join the Navy. The Navy already have one ex team member in Able Seaman Harry King, and so keener competition is forecast for future Inter-Services events. Moreover it is likely in the future that those Army racers concerned with the Olympics and big Internationals will miss the Inter-Service races. This could well mean a Naval win which in many ways would be a pleasant change, as the Army have always won the Competition since it was re-started in 1948!

Unfortunately the big International races are always held at the same time as the Divisional, B.A.O.R., Army and Inter-Service races. As a result there has always been great controversy in what races military members of the British Team should participate in. It is hoped that a firm ruling from high authority may be made in future concerning this problem.

If all military races are competed for, F.I.S. points suffer, form is lowered most appreciably, and there is also the risk of unnecessary injury. I was not only injured but in my period of convalescence met my future wife. I would not wish a similar fate to happen to anyone else!

Yours,
David Freeth

Dear Mr. Editor,

I have been reading some of Daddy's Army Ski Year Books and you never put in anything for children. I am now 10½ years old and I have skied for six years with the Army in Alpbach, Brand, Lech, Zurs and some more places I can't remember.

We ski every year for four weeks and I love ski-ing. I don't like deep snow or ice. I like bumps because I like doing turns on them. When I am taller and stronger maybe I will like deep snow. I love ski-ing because it has ZUMPF and when I grow up I want to be a ski teacher.

Ski holidays are fun. There is no prep and no slogging, no washing up and no need to make beds or tidy rooms. The food is super at the Zurserhof in Zurs. The ski-ing in Zurs is also super but not on Sundays when there are crowds of people. Alpbach is friendly and the ski instructors are good looking and nice. It is a small place and easy to find your way around. Best of all I like Brand where everything is fabulous and the people in the shops are nice and the heated swimming pool is lovely.

I think the big hotels in all places ought to have a children's club with a very good instructor. In the evenings after tea all the children could be together and do things—see ski films and talk about ski-ing. They could learn about safety bindings and what to do if someone gets hurt. This would be much more fun than just reading books and playing cards. I think other children would like this idea. Please will you put it in your book and ask children to write to you and tell you what they think.

I hope you will do this.

With love,
Gillian Graeme.

P.S.—I could not type this myself so my big sister has done it for me.

The Editor would be glad to hear views of parents and junior members on this idea which could be laid on with the assistance of the Ski School.

MINUTES OF THE TWENTIETH ANNUAL GENERAL MEETING OF THE ARMY SKI ASSOCIATION

Held in the Central Mess, Duke of York's Headquarters at 16.00 hrs. on Thursday, 18th May, 1967

There were present:

General Sir Roderick McLeod, G.B.E., K.C.B.	President
Major-General T. P. D. Scott, C.B., C.B.E., D.S.O.	In the Chair
Brigadier D. R. Horsfield, O.B.E.	Vice-Chairman
Major-General I. R. Graeme, O.B.E.	Chairman Holiday Schemes Committee
Miss S. J. Graeme	
Brigadier J. C. Woollett, C.B.E., M.C.	Chairman Cross-Country Committee
Brigadier C. W. Woods, M.B.E., M.C.	Chairman Designate Holiday Schemes Committee
Brigadier V. A. P. Budge, C.B.E., M.V.O.	Council Member Designate
Mrs. P. M. Budge	
Brigadier G. A. Rimbault, C.B.E., D.S.O., M.C.	Hon. Treasurer
Colonel H. T. Pierson	Council Member
Colonel D. W. H. Birch	Staff College
Colonel O. R. W. Oswald, D.S.O.	R.A. Alpine Club
Lt. Colonel H. V. Dawson	Chairman Alpine Committee
Lt. Colonel H. E. Brewis	R.C.T.
Lt. Colonel J. S. Weeks	Royal Military College of Science
Major J. F. Stephen	Council Member
Major J. Spencer	Royal Military Academy Sandhurst
Major G. V. Davies	Western Command
Major R. Eyton-Lloyd	Hon. Editor and Southern Command
Major R. I. Foley	Council Member
Captain J. S. Harper	School of Artillery, Manorbier
Captain B. M. Hebblethwaite	H.A.C.
Captain E. A. Henderson	Royal Military Academy Sandhurst
Mrs. M. S. Hensman	
Mr. J. R. Tillard	
Colonel P. G. L. Cousens, C.B.E.	Secretary
Miss J. M. Devitt	Assistant Secretary

Apologies

1. Apologies were received from the following who were unable to attend the meeting:

Major-General J. E. T. Younger, C.B.
Major-General S. W. Joslin, C.B., C.B.E.
Major-General J. M. W. Martin, C.B., C.B.E.
Major-General R. S. Marshall, O.B.E., M.C., M.M.
Major-General P. T. Tower, D.S.O., M.B.E.
Brigadier R. A. Blakeway, O.B.E.
Colonel J. E. Weller, M.C.
Lieut.-Colonel B. G. Griffiths.
Lieut.-Colonel M. J. A. Campbell, M.B.E., M.C.

Telegram to H.R.H. Princess Marina, Duchess of Kent, Patron of the Association

2. The following telegram which was sent to the Private Secretary to Her Royal Highness was read by the President:

"ALL MEMBERS OF THE ARMY SKI ASSOCIATION ATTENDING THE TWENTIETH ANNUAL GENERAL MEETING AND REPRESENTING THE ASSOCIATION'S 15,000 MEMBERS SEND THEIR LOYAL AND DEVOTED GREETINGS TO THEIR PATRON."

The following reply was received:

"I SEND YOU AND ALL MEMBERS OF THE ARMY SKI ASSOCIATION MY WARMEST THANKS FOR YOUR KIND MESSAGE ON THE OCCASION OF THE TWENTIETH ANNUAL GENERAL MEETING AND MY VERY BEST WISHES TO YOU ALL.
MARINA, PATRON."

Minutes

3. The Minutes of the Nineteenth Annual General Meeting, held at the Duke of York's Headquarters on Thursday, 24th May, 1966, were confirmed and signed by the Chairman.

Reports

4. a. The following reports were presented to the Meeting and will be reproduced in the Year Book:

(1) Chairman's Report	by Major-General T. P. D. Scott, C.B., C.B.E., D.S.O.
(2) Report of the Finance and General Purposes Committee	by Brigadier D. R. Horsfield, O.B.E. (Read by the Secretary).
(3) Report of the Alpine Committee	by Lieut.-Colonel H. V. Dawson.
(4) Report of the Cross-Country Committee	by Brigadier J. C. Woollett, C.B.E., M.C.
(5) Report of the Holiday Schemes Committee	by Major-General I. R. Graeme, O.B.E.
(6) Report of the Bob and Cresta Committee	by Major J. F. Stephen.
(7) Report of the Scottish Meeting	by Colonel J. E. Weller, M.C. (Read by the Secretary).
(8) Report by the Ski Mountaineering Adviser	by Brigadier J. R. G. Finch, O.B.E. (Read by the Secretary).

b. The Chairman emphasised that his tribute to General Graeme was a warmly felt personal expression of his gratitude for the quite exceptional services which General Graeme had made to the growth and well-being of the Association.

c. General Graeme thanked the Chairman very much for his words, saying that what a man did with his spare time was still his own affair. Explaining that his report was a fairly long one as he wanted to present the full story to our members through the medium of the Year Book, he said that he proposed only to highlight certain aspects at the meeting. Of the 2,400 odd new members, 1,350 were families, 297 serving officers had joined and 234 O.Rs. and there were 109 O.R. families. This last was a significant development, one which had been foreseen and which was taking place perhaps faster than anticipated. To meet it we must obviously ensure that the less expensive schemes are kept in being. 291 A.S.A. members had gone on the R.A.F. scheme in Zermatt out of a total of something under 1,000. The St. Moritz scheme had taken about 800 of our members, Alpbach about 700, Zurs about 120 (not all for two weeks) and the Hotel Scesaplana in Brand had about 90. As expected the more expensive schemes had in general taken the knock. He stressed that our arrangements were based first and last on goodwill, that our hoteliers were

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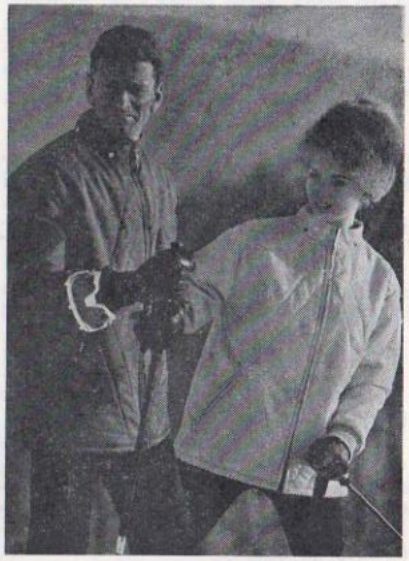

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well-disposed towards our members and that it was most important to maintain and if possible increase this by being meticulous over the little courtesies. Brigadier Woods, his successor, would not be able to devote as much time as he had to Holiday Schemes but he was hopeful that his plan of decentralising the responsibility for particular schemes to individuals, which was already in being, would continue and develop. He emphasised that the C.S.W.S.A. scheme in St. Moritz was the lynch-pin of the Services schemes and must be supported to the hilt. He remained convinced that federation in some form was the eventual answer.

d. After reading Colonel Weller's report on the Scottish Meeting the Secretary emphasised from what he himself had seen that the conditions really were rough, that the organisation had been of a very high standard and that the enthusiasm had been very good to see.

e. After the Secretary had read Brigadier Finch's report Mr. Tillard, who had been on the tour, spoke on the tour itself and in general terms about touring, saying that although it was quite possible for the less proficient to accomplish the Haute Route in fairly basic fashion they tended to hold up the others and required supervision. The Haute Route lent itself to a variety of elaborations and he felt that it was therefore better policy if those going on the tour had reached a standard sufficiently advanced to enable them to exploit to the full some of the possibilities which it offered.

The Accounts

5. Brigadier Rimbault, Honorary Treasurer drew attention to the main features of his report, explaining the circumstances which had led to the investment over the last year of a net £360 in addition to the £500 authorised at the last A.G.M. The Balance Sheet was satisfactory, showing an excess of Income over Expenditure of £308. He asked for retrospective approval of action during the year which was given unanimously and the Chairman then moved the adoption of the Accounts which was also agreed unanimously.

President's Address

6. The following is the text of General McLeod's address:

"You have heard the detailed reports for the year from your Chairman and from the Chairmen of the various committees. This has been a difficult year for all organisations concerned with holidays abroad and I think we can congratulate ourselves that the impact of the currency restrictions has not been more serious. As Chairman of the National Ski Federation I have approached the Chancellor of the Exchequer about the Travel Allowance and received a polite reply which said that the Chancellor would take full account of our representation but could not say when any announcement about next year's allowance would be made. My own personal view is that an announcement will be made in July raising the allowance to perhaps £75 but I emphasise that this is a purely personal guess.

Obviously this is of prime importance to our holiday schemes and indeed to the C.S.W.S.A. and your Council is watching the matter most carefully.

I think it was generally agreed that the changes in the organisation of the Army Championships at St. Moritz and Oberjoch were an improvement. In particular the extra time given to the Oberjoch meeting was most valuable. There are still problems of seeding but I am sure these can be overcome.

The Cocktail Party after the A.G.M. last year was a success so we are repeating it to-day and I hope it will be equally well attended.

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Corporal Notley from a field of 31. It is a very long time since an Englishman won an open international skiing competition. Corporal Notley, R.G.J., Corporal Tancock, Q.D.G., L./Cpl. Dakin, Q.D.G., L./Bdr. Andrew, R.A., and Gunner Bean, R.A., were all awarded their National Colours.

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Whatever happens during the next nine months it is certain that the Army will provide nearly all the British Biathlon Team and will be well represented in the Alpine Team at the Olympic Games.

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We shall miss General Graeme from the Holiday Schemes Committee, but he won't be far away and what I lose as President here I gain as a Chairman down the road!

I am thankful to know that General Pat Scott is still very much on the job and we owe him a very great deal for the way in which he has built up the A.S.A. over a long period into the sound and active organisation which it now is."

Proposed Amendments to the General Rules

7. a. The Secretary said that the only amendment of note was the establishment of the Scottish Committee which would require a non-controversial amendment to G.R. 27. The Chairman of the Alpine Committee would be an ex-officio member of the Scottish Committee.
   b. As fore-shadowed in the Minutes of last year's A.G.M., the references to the A.E.R. and T.A. would be deleted and the new title T. & A.V.R. substituted.
   c. The designation of the Ski Mountaineering Adviser would be altered to Ski Touring Adviser, which was a better description of his function. Brigadier Finch had resigned and the appointment had not yet been filled.
   (Annex. "A".)

Proposed Amendments to the Race Rules

8. The Chairman said that the B.A.O.R. Ski Association had undertaken to reprint the Race Rules again this year. The only important amendment would be the rules governing seeding which would be finalised by the Finance and General Purposes Committee and forwarded to B.A.O.R. by 1st August.

The Election of Officers and Council for 1967-68

9. Approval was given to the appointment of Officers and Members of Council for the coming year. (Annex. "B".)

Army Ski Association Meetings, 1968

10. The venues and dates were confirmed as follows:
   a. **Stanis Trophy Race**—ALPBACH, 11th January, 1968.
   General Graeme said that Alpbach were also organising an Open Slalom on Saturday, 13th January, 1968, and that competitors for the Stanis Trophy Race would be welcome to take part in the usual Visitors' Race on Friday, 12th January, 1968.
   b. **Princess Marina Duchess of Kent's Cup**
   (1) Cross-Country Meeting—OBERJOCH, 21st Jan./2nd Feb., 1968
   (2) Alpine Meeting—ST. MORITZ, 27th Jan./2nd Feb., 1968.
   c. **Scottish Meeting**—CAIRNGORMS, 21st/23rd March, 1968.
   d. The Inter-Services Meeting would be held at St. Moritz in the week prior to the Alpine Meeting.

Report on Developments in the N.S.F.

11. In the absence of Brigadier Horsfield General McLeod gave a brief review of the year and of future prospects. It had been a difficult year but the teams had done well, particularly the ladies, whose sponsorship by the "Daily Telegraph" was greatly appreciated, and he was hopeful that they would return from Grenoble with a medal. The men's team were never likely to reach the same standard, because few men could devote the whole of the winter to skiing for a number of years in succession, but the future prospects were hopeful. Julian Vasey was a young skier of great potential and could be expected to improve considerably over the next few years. As Chairman of the N.S.F. he had had to make a request to the Treasury for substantial foreign exchange facilities and he had been gratified at the reception which this had received. Turning to Scotland he said that local authorities were starting to take an interest, large numbers of schoolchildren were using the big plastic slope outside Edinburgh and package-deal holidays for school parties in the Alps were being arranged. The N.S.F. had a clear responsibility to run courses for the leaders of these parties, which were not always as well-managed as was desirable.

Honorary Members

12. The Chairman read a letter received by the Secretary from Major-General P. M. Henderson, C.B., D.S.O., stating his intention to resign from the A.S.A. at the end of the year, having reached the age of 92, and giving a summary of his 60 years of skiing. The Chairman said he was certain that the meeting would endorse his feeling that General Henderson should be elected an Honorary Member of the Association and this was confirmed with enthusiasm. The Chairman undertook to write and inform General Henderson of this decision.

C.S.W.S.A.

13. a. The Chairman said that General Sir Charles Richardson was the new Chairman of the C.S.W.S.A., and that a presentation had been made to Admiral Ross, the retiring Chairman, at the end of the Council Meeting the previous day.
   b. He referred briefly to the C.S.W.S.A. financial position, emphasising that they were determined to keep the St. Moritz scheme in being.

A.S.A. Cocktail Party

14. The Chairman announced the names of the official guests who had been invited to the Cocktail Party following the meeting and gave the acceptances.

Closure

15. There being no other business the Chairman declared the meeting closed at 1730 hours.

Annex "A"

AMENDMENTS TO THE GENERAL RULES

1. **Ski Mountaineering Adviser**
   Amend to read Ski Touring Adviser.
   Delete name and address of Brigadier J. R. G. Finch, O.B.E.
   (N.B. Name of successor will be forwarded to the Editor when known.)
2. **Rule 6**
   Amend "T.A., A.E.R." to read "T. & A.V.R."
3. **Rule 27**

Sub-paragraph (c).
   Delete "Scottish Ski Meeting".
   Delete "The A.S.A. representative for Scotland" and insert "the Chairman of the Scottish Committee ex-officio".
   Add new sub-paragraph (f).
   Scottish Committee. A.S.A. Scottish Meeting, including T. & A.V.R. and Junior Soldiers Races. Negotiations of Holiday Schemes and advice to the Army on skiing in Scotland. Liaison with Scottish National Ski Council. Chairman: appointed by the Council from amongst its members and normally A.S.A. Representative Scottish Command. Members: Chairman Alpine Committee ex-officio, remainder appointed by the Chairman and to include one member to represent the interests of the T. & A.V.R.

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The President's Address

You have heard the detailed reports for the year from your Chairman and from the Chairmen of the various committees. This has been a difficult year for all organisations concerned with holidays abroad and I think we can congratulate ourselves that the impact of the currency restrictions has not been more serious. As Chairman of the National Ski Federation I have approached the Chancellor of the Exchequer about the Travel Allowance and received a polite reply which said that the Chancellor would take full account of our representation but could not say when any announcement about next year's allowance would be made. My own personal view is that an announcement will be made in July raising the allowance to perhaps £75 but I emphasise that this is a purely personal guess.

Obviously this is of prime importance to our holiday schemes and indeed to the C.S.W.S.A. and your Council is watching the matter most carefully.

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I am thankful to know that General Pat Scott is still very much on the job and we owe him a very great deal for the way in which he has built up the A.S.A. over a long period into the sound and active organisation which it now is.

REPORT BY MAJOR-GENERAL T. P. D. SCOTT

Chairman, Army Ski Association

Membership of the Association now stands at 14,361 compared with 14,764 at this time last year, a drop of 400 odd. There have been some 2,400 new members, which is a healthy sign, and the wastage can be accounted for in part by the squeeze and in part by the effect of the letter sent out last year inviting those paying on any of the old rates to alter their subscriptions to the current rate. It was anticipated that there would be a number of resignations. We are most grateful to the 550 who have so far altered their Banker's Orders to the new rates and which will result in a net increase in income. We hope others will follow their lead. The coming year will be the real test and the membership position will be watched closely.

General Graeme is resigning the Chairmanship of the Holiday Schemes Committee and we are glad to welcome Brigadier Woods in his place. Since General Graeme took over the Holiday Schemes when we re-organised the Council in 1963, we have all been very conscious of the immense amount of work which he has devoted to this subject. The present state of membership and the popularity of our resorts is a convincing tribute to his success. We owe him far more than an ordinary debt of thanks.

Brigadier Woollett has had a successful year as Chairman of the Cross Country Committee. He leaves for B.A.O.R. later this year on promotion but will continue as Chairman of this Committee. He has worked closely with Brigadier Blakeway, Chairman of the N.S.F. Nordic Racing Committee, who has now expressed a wish to be relieved of this post and to resign from Council owing to the pressure of his ordinary work. We would like to thank him very much not only for his work for Biathlon but also, looking back, for all he did as Chairman of the B.A.O.R. Ski Association. You will be glad to hear that Brigadier Budge is returning to take over from Brigadier Blakeway.

Colonel Dawson organised a successful Championship meeting at St. Moritz which he will be telling you about. Twenty-one teams took part in the Princess Marina Cup. We intend to follow the same pattern next year for a one week meeting. In order to overcome the difficulties of shortage of time and the loss of some of our cheaper accommodation, it will be necessary to adjust our plans for 1968. There are two factors that, in future, will limit the number of teams that can be allowed to enter for the Army Alpine Championship and in consequence the Princess Marina Cup—they are:—

(a) The amount of accommodation that can be made available through the Army Ski Association for competitors in St. Moritz.
(b) The requirement to limit the number of entries in the slalom to 75 starters.

To achieve this we intend to ask all units who propose to enter a team for the Princess Marina Cup to nominate by mid-October the members, so far as they are able at that stage, from whom they propose to select their Alpine and Cross-Country teams. A committee will sit at the end of October to scrutinise all entries for the Princess Marina Cup so that selection can be made of those units who can be allowed to occupy the available spaces at St. Moritz. The committee will consider the potential ability of unit teams both in Cross-Country and in Alpine ski-ing and will seed them according to positions in which they should finish in the competition. Although the number of starters in the slalom is limited to 75 this does not necessarily mean that 25 teams will be selected to take part in the Princess Marina Cup as the Alpine potential of individual entries and units entering for the Army Alpine competition only must also be considered in the same way.

Colonel Weller was in charge of the Scottish Meeting which was a great success in spite of considerable wind trouble. The importance of this meeting and large numbers of competitors suggest that it would be more sensible if this Committee was separated from the Alpine Committee, though they will no doubt be able to help each other. The Scottish Committee will look after all our interests in Scotland. An amendment to the Rules will be needed.

Captain Carey has resigned from the Council owing to pressure of work in his business. We are very grateful to him for his contribution over the years both as Army Captain and member of Council.

Brigadier Finch is resigning from looking after Ski Touring. We are very grateful to him for the encouragement he has given to this branch of the sport and we are looking for a successor.

The Bob Team had a promising year which was rather bedevilled by accidents. The Army had to take second place to the Royal Navy in the Cresta but Lieutenant Coombs, 3 D.G., was the individual winner of the Inter-Services event (Trenchard Trophy) and Major Rayner, R.H.G., won the Auty Cup for the fastest time.

We are very grateful to General Marshall as Chairman of the B.A.O.R. Ski Association for all his help and assistance, and congratulate him on the efficient organisation which he has continued to develop so well.

Our Olympic Appeal has gone reasonably well so far and we have managed to raise about £1,000. We are most appreciative of the response it has received and hopeful that the coming year will see us approaching our target of £3,750.

I should like to thank the Chairmen of Committees and their members for the work and achievements during the past year and our staff in Lansdowne House for doing all the spade work so well. I refer especially to Colonel Cousens (Secretary), Major Stephen, Miss Devitt (Asst. Sec.), Mrs. Day and Miss Officer. We are most grateful to Major Eyton-Lloyd for continuing his excellent work as Editor.

Finally I should like to thank Command reps for their vital liaison work. I am sure they realise how important it is.

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HON. TREASURER'S REPORT

by Brigadier G. A. Rimbault

Despite the difficult financial climate which has existed during the last twelve months I am glad to report that our accounts again reveal a satisfactory state of affairs.

The Balance Sheet shows an excess of Income over Expenditure of £308; in addition we have during the year invested another £360.

Investments

The Council's general policy is to invest approximately £500 each year and after last year's A.G.M. on the advice of our Stock Brokers, we bought £215 of I.C.I. Ordinary Stock which is shown in the Wider Range.

In June 1966 we had the opportunity of taking up a rights issue of Royal Exchange Assurance 7 per cent Stock which cost £105. This is shown as split between the Narrower and Wider Ranges.

In August 1966, £1,400 5 per cent Defence Bonds were repaid at par and, again on Mullens & Co.'s advice, we re-invested this sum in Dunlop Rubber 7¾ per cent Stock shown the Wider Range.

Finally, in September 1966, the new I.C.I. 8 per cent Loan Stock was announced for which we were entitled to bid by virtue of our holding of Ordinary Stock. We put in a big bid and secured £300, split between the Narrower and Wider Ranges.

Other Items in the Balance Sheet

The only other point in the Balance Sheet which needs explanation is the sum of £130 for "accountancy". This is the audit fee for the year ending April 1966 as well as for the year ending April 1967 as the auditors were late in rendering their account last year.

Income and Expenditure

Grants to Units were increased by over £450 (£235 shown under Sundry Creditors). The chief item on the Income side of the account is the satisfactory increase in Membership Subscriptions which were up by £550.

The item "Sale of Skis—£188" was the result of selling Rossignol skis which had been bought by the Association some years ago and were no longer required.

Dividend income, due to the Government "Squeeze", dropped by £130 despite our extra investments, but it is hoped that this will pick up considerably in the next twelve months.

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Book at Brand with The Army Ski Association.

ALPINE REPORT, 1966/67

by Lieut.-Colonel H. V. Dawson, Chairman, 1966/67

This is the first year in which the Alpine meeting in St. Moritz has been reduced from a fortnight to a week and in consequence a number of new problems have had to be tackled. The main ones were:—

(a) Seeding
(b) The programme for the races
(c) Safety on the race course

As teams do not arrive in St. Moritz until the Saturday evening and the start lists for the Giant Slalom must be out by the Sunday there is now no time to hold a lengthy team captains seeding meeting. We hope that the amendments to the race rules on seeding will help to ensure that competitors are seeded into their correct groups in accordance with their ability and the wishes of their team captains.

A second complication due to teams' arrival on the Saturday evening is the setting of the Giant Slalom course. We are not able to set the controls on the Sunday owing to the crowds of weekend skiers therefore competitors only get the Monday morning to view the course and they cannot be allowed to ski through the controls.

In order to comply with the rules and allow sufficient training time on the downhill course it was necessary to hold the slalom before the downhill, this again means that you cannot seed the slalom start list from the downhill results, however, I think that the advantages of holding the slalom before the downhill outweigh the disadvantages.

The problem of safety on the race course is a major headache as skiers can approach it from all directions and it is not possible to rope off the whole length of the course. This year we had two crashes between skiers and racers practising, and although precautions were taken for the actual race and there were no incidents we still do not have the complete answer, and probably never will have whilst we have to hold our races on the present race course.

As Carlo Muhlbauer was away this year training Gina Hathorn the courses were set by Melchior. The giant slalom followed much the same lines as the downhill but the conditions for the giant slalom were almost springlike whilst the downhill had to contend with poor light and very hard icy conditions from the Chinese Gardens onwards. The slalom was once again held alongside the Salastrains lift as the new slalom slope by the start of the Cresta was not yet ready. It is indicative of the rise in the standard of Army Alpine Skiing that out of 84 runners who completed both slalom courses only five on the first course and three on the second course failed to finish within the maximum time laid down for the course.

One further effect of holding the Army Alpine Championships during the last week of January was that the Inter Services races had to be held before the Army Championships therefore the team had to be selected from last year's results and the known potential of any skiers who were unable to compete in Army races last year. In the event we had four old colours in the persons of Peter Norman (Capt.), David Borradaile, David Freeth, and David Hanmer. To make up the team Army colours were awarded to Simon Hazlerigg and Lance Bombardier Roynon. The Army again won both the Downhill and Slalom and David Borradaile was the Inter-Services Champion.

Finally I should like to draw attention to the excellent meeting that has now become an annual event in the Army Calendar, and that is the Stanis Memorial Trophy held at Alpbach. This year there were 65 starters including 11 regimental teams and David Borradaile upheld the reputation of Army skiing by defeating all comers.

FINANCE AND GENERAL PURPOSES COMMITTEE REPORT 1966/67

by Brigadier D. R. Horsfield, Chairman

I am glad to be able to report another successful year. On the financial side, as will be seen from the Treasurer's Report, we have just about managed to break even, allowing for some £400 which has been invested. In spite of the credit squeeze and foreign currency restrictions we have recruited some 2,400 new members which is nearly up to last year's figure. Our overall membership now stands at 14,361.

The Committee has been concerned with further Working Party studies in connection with The Princess Marina Cup, The Year Book and distribution of literature to members.

The upsurge in Army ski-ing has become so great that we are having to restrict entries for the Princess Marina Cup; this will be done on a seeding basis. Grants to units are under reveiew and it is hoped to produce a new system which will ensure that all units accepted for the Princess Marina Cup receive £100. This unfortunately did not happen this year owing to the large number of entries.

The aim of the A.S.A. amongst other things is to produce the maximum service and benefits for all members. In order to do this we are keeping a very close watch on our administrative overheads so as to enable us to have the maximum amount of money available to help our members whether they be holiday skiers, cross-country or touring enthusiasts, racers or those dedicated few who hurtle down the Cresta and Bob runs and represent the Army and their country in Inter-Service and National events. We do our best to please everyone, but as members will appreciate it is basically a question of money!

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HOLIDAY SCHEMES REPORT, 1966/67

by Major-General I. R. Graeme, Chairman

Introduction

This is the fifth report on A.S.A. Holiday Schemes I have presented to members and I am sorry to say is my last one as I hand over to Brigadier Bill Woods at the A.G.M. this year. I retire from the Army in June and take over the appointment of secretary to The National Ski Federation of Great Britain. I cannot hold office concerned with negotiations for holidays in any particular ski club. I must therefore resign from the holiday schemes committees of the A.S.A., S.C.G.B. and C.S.W.S.A.

Brigadier Bill Woods is a keen skier and is due to take over the appointment of Director of Manning (Army) as a Major-General in September. His office will be in M.O.D.—Lansdowne House. In the field of holiday schemes it is important that the Chairman the Committee should be located near to the secretariat of the A.S.A. and with the rank of Major-General he can assist the A.S.A. in many ways not all of which are directly connected with holiday schemes. Bill Woods is a Sapper and helped me last year to redesign the layout of the tabulated information sheet so as to make the fullest use of the available space: he is thus not a stranger to the needs of holiday skiers.

The Committee and its work

Members may not always realise or appreciate the tremendous amount of detailed work which has to be done concerning negotiations, printing, literature, travel, insurance and hoteliers, ski schools, ski lift companies and sports shops in order to give members the wide range of facilities they now enjoy.

It is worth recording that when the A.S.A. Council set up this committee in the spring of 1963 we had a membership of 10,817: today in the early summer of 1967 membership stands at 14,361. Over the past three seasons there have been just over 8,200 new members, including 2,400 this last season, in spite of currency and squeeze. We estimate that about 4,000 A.S.A. members ski each year, making use of the facilities provided by the Services Ski Clubs.

Members of the Holiday Schemes Committee do all the necessary work in their spare time and from places as far flung over recent years as Canada, Singapore and Germany, I would like to thank them all publicly for the great help they have given me and for the enthusiasm they have shown. The Committee would also wish me to say how much we appreciate the support we get from the A.S.A. Secretariat and in particular Mrs. Day and Miss Officer on whose shoulders falls the burden of dealing with members over holiday schemes literature. The A.S.A. could not have two more loyal or cheerful supporters.

Season 1966-67

This season provided good early snow in all our resorts which made a firm base. In January snow conditions were not too good in Italy and parts of Switzerland, but held well in Austria. Later in the season there was a good deal more snow everywhere and ski-ing continued merrily throughout April. They were ski-ing early in May on the upper slopes of Alpbach.

The biggest problem of last season was the introduction of the £50 currency limit and its effect on those resorts which we have been cultivating to satisfy members who want quality of service rather than a cheap holiday. The hoteliers in these resorts and, in fact, in all our resorts rallied to our assistance in a most generous manner, especially as not all our members live in the U.K. nor do they all wish to ski on the basis of a two weeks package holiday. We have quite a proportion of members who are serving or have retired to live overseas and also a number who have access to currency in Europe.

The main effects of the £50 currency limit have been firstly to reduce the flow of holiday traffic by about 20 per cent., secondly a redistribution of where members go. There has been a strong swing to Austria, especially to Brand and Alpbach, but the C.S.W.S.A. scheme at St. Moritz has held its members owing to its exceptional value; thirdly, an increased number of members have elected to cut the length of their holiday to 10 days or even a week in order to go to their favourite resort. They can only do this because of the flexibility of our arrangements. We all hope that the £50 limit will be eliminated for the coming season, especially as it is an Olympic year with the winter games in the Alps, but at the time of writing this we have no indication of the Government's intentions.

The value of our insurance arrangements with Richards, Longstaff, Ltd., have again been proved by those unfortunate enough to have to use them. This insurance policy is really first class and furthermore can be taken out in sections to suit individual needs. We again have had a few distressing cases of members who have not insured themselves or have taken cheap policies elsewhere and failed to read the small print. With the increasing number of skiers on all slopes everywhere a good insurance is essential.

The Problems of Arranging Holiday Schemes

We estimate that around 4,000-4,500 members, including families, each year use the various schemes sponsored by the Services Ski Clubs. These members want the widest possible range of facilities from individual bookings in a five-star hotel to a package holiday on a limited budget. The Services Ski Clubs now have schemes in 50 different resorts in the Alps, Scandinavia and Scotland, all of which are available to members of each Service Ski Association. We work together in harmony and each Service has evolved a speciality of its own. In our case we have concentrated on individual arrangements.

Negotiation of Special Terms. The A.S.A. Council do not at present permit the Holiday Schemes Committee to spend money in advance to block book accommodation at any resort in the Alps. This means we cannot sign a contract with a hotelier to take a given number of rooms which we would then have to fill. We have to rely therefore entirely on the basis of personal contacts and goodwill to get special terms. We say to hoteliers that we have extremely pleasant members whom they would like to have in their hotels; that our members mix well with all nationalities, enter into the spirit of things and appreciate high standards; that they pay their bills in cash and spend money in the bar. The effect of this is that our members become as it were the private guests of the hotel and we pass on all concessions direct to members. Members have to make their own bookings and the hotelier can always say he is full and refuse a booking. My experience over the past five years has been that this relationship is much appreciated by hotels and members get a most excellent service. Members themselves make an essential contribution by their good behaviour and by making friends with the hoteliers.

With this system it is not always easy to persuade ski lift companies to give us abonnements at reduced rates since I cannot guarantee the number of members who will ski in that resort. By and large ski schools are much easier to convince and there is seldom difficulty in negotiations with shops who hire out equipment. The line I take is to ask for the same reductions as are given in bulk to Travel Agents to apply to us individually on the production of membership cards. In most of our longer established resorts, however, we do get much better terms which have been built up on the basis of goodwill and the popularity of Service members in the Alps. I and my committee are most grateful to all members who help us to maintain these concessions by the way in which they make friends wherever they go. I have been told time and again how much these links are valued and especially the letters of appreciation after a holiday, snapshots and Christmas cards.

Communications with Members. Here we have a twofold problem. We must relate our arrangements to suit the wishes of members. Research over the past few years has given us a pretty good idea of the requirement and we have tailored our schemes accordingly. We do appreciate the contribution made by members who give us comments both favourable and critical on particular resorts. These are the greatest help in not only keeping our information up to date but also in negotiating concessions.

The other side of the problem is how to ensure that members get the information they want at the appropriate time and in a practical form. It is all too easy to produce bumf with duplication which confuses members. If we were a Travel Agent or an organisation with a full-time staff such as C.S.W.S.A., we could without doubt simplify both the literature and the subsequent booking procedures.

As usual in the Army we have to compromise and do the best we can with emphasis on what suits the majority of members. The pattern of communication with members which has been established and seems to work is:

(a) **A General Information Pamphlet** is issued in May and now covers all aspects of A.S.A. affairs. This sets out the plans made for the coming season. It is an attractive pamphlet and also helps to recruit new members;

(b) **Tabulated Information on Resorts.** This sheet gives form at a glance on all resorts sponsored by the A.S.A. and so far as space on the sheet permits on resorts sponsored by other Service Ski Clubs. This is most popular and useful. It is not expensive to produce and I would like to see it adopted by all the Service Ski Clubs and include all Service ski resorts;

(c) **Detailed Information on each A.S.A. Report or Scheme.** These provide members with detailed information on each A.S.A. scheme and include the actual prices we have negotiated together with booking forms and other relevant data. In them we try to present honest, factual information based on personal knowledge of the resort so that members can decide for themselves which resort would suit them best. These are now printed and available to members on request. This is a unique service and the foundation of our liaison with both resorts and members. The resorts welcome this service and we have tried to reduce costs and duplication by grouping information on travel, insurance, aide memoire, etc., into a separate precis. We think the personal way in which most of the detailed precis are written appeal to members;

(d) **Late Information Pamphlet.** Inevitably as the year goes by there are alterations to prices, news of new ski lifts, extra concessions, etc. We have found it more practical to produce a late information precis in early November available on application rather than amendments to each scheme.

In addition to this literature members also got in August-September a copy of C.S.W.S.A. holiday schemes pamphlet which sets out briefly the arrangements for all Service ski schemes. At sometime in the future I am sure it will be necessary to co-ordinate all holiday schemes literature from one office and thus avoid duplication and give members a better service.

Two years ago I wrote a small pamphlet for the benefit of members with families and new members which we called Planning Your Ski-ing Holiday. This contains practical hints on selection of a resort, purchase of kit, etc. It needs now to be brought up to date in respect of prices, but this requires a major effort and is expensive.

Costs and Overheads. With subscriptions at their present incredibly low level of one pound for ordinary members, 10 shillings for soldiers and their families and only 30 shillings for associate members, the A.S.A.

Council do not have a large enough income to provide as lavish a service as they would wish. In the Holiday Schemes Committee we have to be acutely cost conscious and seek every opportunity to get financial assistance for our printing and negotiations. If members would pause to add up the cost of printing the literature I have described, they will realise that they are getting full value for their subscriptions from this alone without taking into account the monetary value of the concessions on the snow. If we were to expand our service or do bookings on behalf of members, it would mean extra staff who could only be paid by raising subscriptions or by eroding the value of the concessions.

Booking Holidays and Representation on the Snow

As I have already explained, on all A.S.A. individual holiday schemes the onus of making the booking rests on members who have to correspond with hoteliers in the alps. This system enables the A.S.A. to operate with the minimum staff and overheads. Many members like this system but others find it tedious and would prefer to deal with one officer in the U.K. I would suggest that these members should go on schemes sponsored by C.S.W.S.A., which handles all its bookings through a London office or with those schemes sponsored by the Royal Navy or Royal Air Force and handled on their behalf either by a Travel Agent or through a U.K. office.

Representation on the snow in A.S.A. individual resorts is a weakness in our system and is due entirely to lack of money with which to finance it. This does not apply to Alpbach where we have a resident A.S.A. representative who handles bookings, etc. It is mitigated to a great extent in Brand where the Head of the Tourist Office, Gunther Flaig, is an hon. member of the A.S.A. and a tremendous help to members and to some extent in other resorts by the fact that hoteliers regard our members as their personal guests and do much to help them. We also try to reduce its effects by the detail we put into detailed information but we do acknowledge that this is not a full substitute for a representative on the ground.

Conclusion

As Chairman of this committee I have always been conscious of the need to decentralize the work and have found it increasingly difficult to do so because of the need for continuity and the detailed knowledge one only acquired by experience on the job. One needs an inner group of experts resident in London all of whom can give time to the work. Then one needs an outer group each of whom sponsors a particular scheme on the basis of personal contacts. The sponsor then negotiates all concessions in that resort; makes friends with the whole village; skis there himself each year; writes the detailed information and answers all members' queries and comments on that scheme. We have already gone some way to working on these lines with success.

I think we have established a service to members in accordance with the charter given to me in April, 1963, by the A.S.A. Council. I would like to see more done to promote junior training for those who have the ambition to race. I look forward to a closer federation of holiday scheme arrangements between the Services but my committee both now and in the future will not forget the one fundamental principle which has always guided us that it is the interests of members which matter most.

JUNIOR COURSES 1966/1967

These were again run at Tisleia but owing to restrictions in the time that the Home Guard Camp there was available to us, it was only possible to run three courses, one Continuation Course of three weeks and two Novices' Courses of two weeks each. We are most grateful to the Norwegian Army for making the camp available to us when they can; however, as its primary purpose is for the training of their units it is clear that we cannot count on being able to use it when we want. Until such time as a centre of our own is available in Norway we shall always be faced with this problem.

Although it was not possible to obtain all the experienced skiers we would have wished for the Continuation Course, nevertheless a good number were able to attend and many showed great promise. This year we were able to include some biathlon rifle instruction, and S/Sgt. Siddall, the British Biathlon Team's Musketry Coach, remained behind to give this instruction.

The courses were run under the direction of Major R. D. Spary, R.E., with Captain Mackenzie, Queen's Own Highlanders, and Cpl. Scotting, 13th/18th Hussars, to help as instructors. A Norwegian instructor was also engaged for the Continuation Course. A Landrover was provided by B.A.O.R., and the driver, L/Cpl. Halsall, R.C.T., proved invaluable as driver and medical orderly and also because during his tour he had picked up a smattering of Norwegian and had many local contacts.

Much credit is due to Major Spary and his team for the way they got things going, and these courses, although numerically smaller than in previous years, were extremely successful.

Finally, the equipment was overhauled and renewed where necessary and is now in store at Honefoss ready for next season. We hope that a similar staff will be available and we will be able to run the courses for increased numbers for next season.

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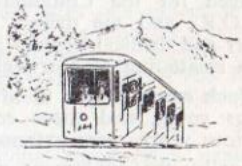

Aerial Cableway
Corviglia—Piz Nair
10,000 feet above sea level

Aerial Cableway
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ARMY ALPINE CHAMPIONSHIPS, 1967
15/19 Hussars, Winners "all silver".

ARMY BOBTEAM, 1967

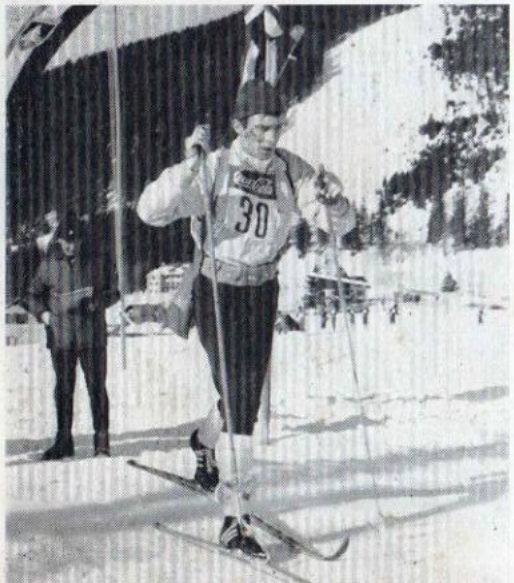
Richard Hoare, Tony Duff, Tony Woodward, Stephen Daniel, Nigel Thimbleby, H.R.H. Prince Michael of Kent. In front: Johnnie Lewis.

ARMY CRESTA TEAM, 1967

Paul Pettigrew, Marcus Coombs (with halo!), Ranulf Rayner, Dick Daniel, Simon Hazelrigg, Chris Seel (reclining).

BRITISH BIATHOLON TEAM, OBERJOCH, 1967

L. Bdn. Andrew, R.A., Cpt. Notley, R.G.J. (Racing Captain), Cpt. Dakin, Q.D.G.



STANIS RACE, ALPBACH, 1967

Miss Traudl Hecher, Austrian Ladies Champion and Koni Moser, Chief of Race.

L. BDN. A. ROYNON

94 Loc. Regt. R.A. and Army Team, 1967.

BOB AND CRESTA COMMITTEE REPORT 1966/67

by Major-General P. T. Tower

General

I am very pleased to be able to report another successful year. Our thanks are due to the small enthusiastic band of members who take part in these two sports and bring great credit to the Army by competing in Inter-Service and National events. I would like to record our thanks to General Hackett for his continued support and to Major and Captain Woodward who are responsible for the detailed arrangements for the Cresta and Bob respectively. Last but not least our thanks to the Nuffield Trust for their generosity in providing equipment, particularly bobs.

Army Bobsleigh 1967

After a highly successful first year, 1967 proved to be a year of mixed fortunes. The Army team losing the Inter-Services Plate to the Royal Air Force, which was competed for in conjunction with the British Championships during January in St. Moritz. The Army team, with placings was as follows:—

Army 1 Captain J. Lewis, 11 H.—Lieut. S. Danniel, Q.R.I.H.—5th
Army 2 Lieut. H.R.H. Prince Michael of Kent, 11 H.—Lieut. R. Hoare, Q.R.I.H.—6th
Army 3 Captain A. Woodward, Royals—Captain A. Duff, Q.R.I.H.—8th

Captains Lewis and Woodward then went to Igls to compete in the European Championships with their respective brakemen. Here a lot of valuable experience was gained racing on what was initially a first class track against stiff opposition. Subsequently Captain Woodward was selected to go to Alpe d'Huez, France, for the World Championships in Tony Nash's four-man bob, but never raced there owing to the condition of the track.

It is necessary to explain the new break-through in bobsleigh design (articulation) which occurred last year when the Italian team were placed 1st and 2nd in the World Championships, beating all other opposition by over one second. The principle of articulation is to cut a bobsleigh in two allowing the rear runners to move independently from the front, this enables runners to remain on the ice much more than on a standard sled, which increases the speed.

The Army and R.A.F. had their sleds modified by Podar who virtually made every sled in the world until last year. This unfortunately was not altogether successful as they articulated at the rear, whilst the Italian team produced a new front articulated sled which went considerably faster; the manufacturer patenting the design. The R.A.F. and British Bobsleigh Association have now ordered these bobs and clearly if the Army team are to stand any chance in future competitions they must follow suit.

As regards the future, Captain Woodward has been selected to go to the Winter Olympics in 1968 and several other members of the Army team may also go.

Many members of the B.B.A. will be retiring after the Olympics and it will be largely up to the Services to represent the country in this sport. It would be a pity if the R.A.F. were to be given a free hand.

Army Cresta 1967

The Inter-Service Championships were held in St. Moritz on 15th February under ideal weather conditions. The Army were able to field a strong team and had great hopes of winning. In the event they were placed second to the Royal Navy. The results were as under:—

The Prince Philip Trophy

1	Royal Navy	706.41
2	Army	709.01
3	R.A.F.	718.97

Congratulations to Major Rayner on winning the Auty Speed Cup, awarded for the fastest time in the Services events. Also to Lieut. Coombs for coming first in the Lord Trenchard Services Trophy.

ARMY SKI ASSOCIATION HAUTE ROUTE TOUR, 1967
SAAS FEE TO CHAMONIX

by Major J. A. G. Tindall, The Gordon Highlanders

The success of this year's Haute Route tour was somewhat marred by the fact that only five members eventually took part and of these, two had other commitments which prevented them seeing the tour through to the end. It was our loss, but their gain, that some keen R.A.F. tourers who would otherwise have been with us went instead on a two and a half months Canadian Arctic expedition. However, out of about ten accepted starters from all sources for the Haute Route, half became casualties even before the tour started. One was injured in Norway, one on the playing fields of the U.K., and another hurt his leg commuting on the heavily crevassed area of Trafalgar Square tube station steps. At Saas Fee, one broke his leg in a ski school class and yet one more hurt a leg sufficiently badly to be unable to come with us. We are very sorry indeed that they missed the tour and hope they will be able to go next year.

The rendezvous for the tour was at Saas Fee on Thursday, 6th April. Those present spent the day training; plodding on skins up the steep 2,500 ft. slopes to above Plattjen, and on the next day two members joined a party under the local guide to climb the Allalinhorn (13,200 ft.) but did not get further than the Feejoch, not far from the summit, due to acclimatisation troubles. Saturday, 8th was spent buying food and sorting out kit and equipment. When our guide, Denis Bertholet of Verbier, arrived on Sunday the 9th it was decided to make a start by going up to the Langfluh Hut by cable car. The weather was bad, so we spent the night there instead of going direct to the Britannia Hut as we had hoped.

Although it was still snowing next morning there were signs that the weather might clear so the party set off at 6.40 a.m. to climb the Allalinhorn. Leaving skis at Feejoch, we put on crampons, took our ice axes and roped up, reaching the summit by 12.10 p.m. Although the weather did not allow us the view we deserved we were pleased to have climbed a "vierthousender" on our first day. After an uneventful descent of the Feegletscher we put on skins to climb to the Britannia Hut via the Egginerjoch. By now it was very cold, windy and snowing hard. All were glad to reach the warmth of the hut by 4.15 p.m. The day's work involved a total climb of 4,744 ft. on skins and crampons.

On Tuesday 11th the weather was, if anything, worse. However, we decided to try to get over the Adler Pass to Zermatt, but after climbing for two and a half hours up the Allalingletscher we had to turn back and spend another night in the Britannia Hut.

Next morning the weather cleared and it remained fine for the rest of the tour. We reached the Adler Pass by 10 a.m. Here we joined a French group and another small British party and by using three fixed ropes side slipped down the steep Zermatt side of the col. A splendid run down the Findelngletscher followed until the snow ran out conveniently at the bottom of the Findeln lift. Downward progress to Zermatt was thereafter mechanical. In the village, after an alfresco schnitzel and a bottle of wine for lunch at the Bahnhof Buffet, Alpine purists may be shocked to read that we piled our kit on to a droshky and told the driver to take it all up to the bottom station of the Schwarzee cable railway. We then shopped and bought provisions, progress up the main street being rather slow because one member of the party, who knew his Zermatt well, had to stop now and then to chat up "les oiseaux". We did not leave Schwarzee until 4.45 p.m. A long traverse under the Matterhorn down to the Z'mutt glacier was folowed by a rather tedious climb to the Schönbiel Hut which was reached after dark at 7.30 p.m. The hut was "unguarded", but we were soon warm, fed and comfortable.

On Thursday 13th we left Schönbiel at 6.30 a.m. for the Vignette Hut, with at the beginning some splendid and unusual views of the north faces of the Matterhorn and the Dent d' Herens and their hanging glaciers. The

day's trip included the ascents and related descents through the Cols de Valpelline, Mont Brule, L'Eveque and de Chermontane and a final climb to the hut itself, a total of 5,577 ft. uphill. We also crossed the Swiss-Italian frontier twice. It was very hot, but the thought of a beer at the Vignette kept us going. This mirage became reality at about 4.45 p.m. The hut occupies a splendid position on a rock high above a glacier and its free fall sanitary arrangements must be the most spectacular in the Alps.

The next day, the 14th, was relatively easy, but started off with a short hard climb carrying skis up the ice fall above the Vignette Hut until kinder slopes were reached. The climb to the summit of the Pigne d'Arolla (12,667 ft.) took another two hours and we arrived at the Dix Hut by 11.30 a.m. after a pleasant soft snow descent. The rest of the day was spent resting, drying out boots and kit and sitting in the sun. It was here, had we not been delayed one day at the beginning of the tour by bad weather, we intended spending two nights to climb Mount Blanc de Cheilon.

The centre main section of the Haute Route was completed on Saturday 15th by our arrival at Verbier in the late afternoon. On leaving the Dix Hut we skied down to the frozen Lac des Dix and traversed rather uncomfortably along its western bank until turning off to begin the ascent of the Rosa Blanche (10,702 ft.) the summit of which was gained by 12.45 p.m. From the top we skied quickly down towards Verbier until, after a 40-minute climb to the last col, we ran into thick mist when we took care not to lose sight of Denis who led us safely across some avalanched slopes to the Montfort Hut for a beer. Shortly after we ran on to the Verbier piste and ended up in the village. Here we were befriended by an English girl who very kindly put us up in a chalet for the night. Having all had baths and made some attempt at washing our socks we then took her out for dinner.

After a splendid breakfast at the chalet on Sunday morning we were collected by Denis in his Volkswagen and driven to Champex for the last leg of the Haute Route. This began mechanically by going up the Champex chair lift; then we traversed down to the glacier in the Val d' Arpette where we put on skins to climb to the Col des Ecamdies, which we reached at 3 p.m. On the way we were inmpressed by the frequent wet snow avalanches released by the hot sun on the other side of the Val d' Arpette. Skis were carried down the far side of the col until we met the steep 1,000 ft. ice fall coming off the Plateau du Trient. The snow climbing up was slushy, stuck to one's skins and tended to give way, making a certain kick turn at the end of one traverse poised over a crevasse particularly memorable. By 5 p.m. we had climbed the ice fall and were installed in the Trient Hut. This was "unguarded" and although another party was already there and had lit the stove the hut never seemed to get warm or dry and so we spent a rather cold night.

The last day of the tour, Monday 17th, saw us ski-ing over the flat Plateau du Trient in the early morning sunlight to the impressive Fenetre de Celina. After descending from the col carrying skis we climbed up to the Col du Chardonnet over a rather awkward bergschrund and crossed into France. Some interesting downhill ski-ing followed until we joined the Argentiere glacier which eventually led us to the middle station of the new cable car, where we ate lunch, after which we skied on down the very slushy piste in the heat of the day to the bottom, wearily removing our 25 lb. (approx.) rucksacks for the last time on the Argentiere station platform. Denis successfully overcame such matters as shortage of N.F.s, passports and trains by somehow getting us over the pass back to Switzerland and on to Martigny very quickly where we dispersed.

In eight days we had climbed on skis and crampons about 26,000 ft. and skied down 30,000 ft. The distance between Saas Fee and Chamonix is about 62 miles as the crow flies. How far we actually trudged could be worked out approximately from off the Swiss 1:50,000 (Landeskartes) maps.

It is regretted that there are no photographs. The camera also became a casualty.—EDITOR.

THE BRITISH CROSS-COUNTRY SKI MEETING 1967

This was held once more at Oberjoch but two weeks were available instead of ten days. For the first week the B.A.O.R. Alpine Championships were held concurrently and the whole was under the direction of the Chairman of the B.A.O.R. Ski Association. Major-General Roy Marshall, assisted by Major Jeremy Rowett. Brigadier John Woollett was chief of the races and referee, whilst the race staff was provided by R.A. 2 Div. and the administrative staff by B.A.O.R. We were fortunate in having Major John Moore as course setter and Lieut. Nils Svee of the Royal Swedish Army to assist him. They set excellent courses and worked tirelessly in difficult weather, to keep the tracks in the best possible condition. Lieut.-Colonel Brian Griffiths was chief of the ranges and had secured agreement from the local authorities for two ranges to be sited back-to-back, at the top of the Unterjoch Valley. He had also re-designed the target frames and produced simpler and clearer instructions. We are most grateful to him for putting the range organisation in what we hope will be a really sound and lasting basis.

The C.-in-C. B.A.O.R., General Sir John Hackett, visited the meeting and watched the 4 x 10 relay. The Corps Commander had hoped to attend the 15 km., but broke a bone in his leg on the slopes and had to return home. For the patrol race and prize-giving we were happy to welcome our President, General Sir Roderick McLeod together with Lady McLeod.

The weather was not good although there were three sunny days. For the most part it was dull skies, rain or wet snow. However, it was a thoroughly enjoyable meeting because of the helpful and sporting spirit in which team members and officials worked together to overcome their difficulties. Mention should also be made of the administrative staff headed by Lieut.-Colonel Betty Mitchell, W.R.A.C., and Major George Truell and Frau Raedler of the Kurvervaltung who sorted out many problems with little fuss.

It was gratifying not to have to disqualify any team in any event. It is clear that team captains are giving much more care to their study of the rules, and to the instruction of their teams in observing them.

The entry for the 15 km. cross-country increased to almost unmanageable proportions, also the provision of 70 biathlon rifles from a generous grant by the Nuffield Trust doubled the interest and entry in that race. As a result we were forced to run a second race, or little biathlon, of 10 km. with shooting at two ranges, in order to cope with the numbers. We plan in future years to run a junior cross-country (10 km.) and a junior biathlon to provide racing for those not able to race in the two British National events. In particular we hope that junior soldiers from units in the U.K. will be able to compete, and so progress from Junior Courses in Norway to full-scale competition in adult Army events.

A welcome feature was the number of infantry units taking part and their higher standard. To encourage this Lieut.-General Sir John Mogg had presented a cup to be competed for by infantry teams of 1 (B.R.) Corps in the 15 km. and patrol race. On this basis the Queen's Own Highlanders came in first, but as they are in Berlin and not in (B.R.) Corps, the cup went to 1 D.W.R.

The general standard of cross-country ski-ing again rose, and although the six potential members of the British team showed a marked ascendancy, it is clear that, if only funds can be found, a worthy "B" team can be established next year, and the prospects for the future are bright.

THE 4 x 10 km. CROSS-COUNTRY, 24th JANUARY, 1967

A single loop course had been set, which had been well prepared the previous day, and which gave promise of good racing. Unfortunately about six inches of snow fell during the night, the temperature rose, and continued rising, which made the choice of wax extremely difficult.

Thirty teams had entered, but no H.C. entries were accepted as British

teams had to be cut out. Gnr. Bean of 94 Locating Regiment was first in the lead after the "geschmozzle" start, but was passed by Gnr. Montgomery of 39 and Cpl. Wales of 1 Div. R.E.M.E. by the halfway mark. At the first change-over, 1 Div. R.E.M.E. were in the lead followed by 5 Field Regt. and 94 Loc. Regt.; the timings were slow, between 47 minutes and 53 minutes. Bdr. Brasted came in first at the second hand-over, but 39s next runner was not ready and 94 took over the lead. By the last change-over 94 had increased their lead, but with L/Bdr. Andrew of the British team running last for 39 the excitement was tense. However, Andrew was off form (he went down with 'flu later that day) and 94 came comfortably in to win by four minutes.

THE 15 km. RACE, 26th JANUARY, 1967

There was a record entry of 255 for this event, for which a single loop course had been set. The temperature rose a little above freezing for the walk round the course on the Wednesday, and because of this and some rather careless ski-ing the track was damaged and could not be restored in the time available.

The conditions were quite good on the morning of the race with a temperature about zero remaining fairly consistent throughout. Group "A" were away first, starting at half-minute intervals from 0900 hours. The other groups followed, each of about 30 runners with Group "F" last consisting mainly of novices, numbering some 80. In all 230 starters came to the post, and 216 finished.

The race produced few surprises, and the placing of the favourites at the three controls was also reasonably consistent. Cpl. Notley came home strongly to win in 50 minutes 28 seconds from Sgt. Halliday (51 minutes 51 seconds) whilst Gnr. Bean was third (53 minutes 39 seconds), all members of the British Biathlon team. In the team placings for the Princess Marina Cup, 94 Locating Regiment R.A. was first, 5 Field Regiment second, and 25 Corps Engineer Regiment third.

Towards the end of the race the course became very cut up. It may well be that in future years, if the numbers continue to increase, a Junior race will have to be held to syphon off the less experienced runners.

THE BIATHLON RACE, 30th JANUARY, 1967

This year for the first time a number of Biathlon rifles made by Kongsberg Vapenfabrikk, the gift of the Nuffield Trust, were available for units. Although there had not been time for units to train fully with them, a marked upsurge of interest took place, resulting in nearly 80 entries. Only 40 could be accommodated because of the size of the range, so another shorter one (10 km. and shooting twice) was arranged for the next day. The results of the 15 km. and known previous performance were used to select entrants.

The ranges were organised by Brian Griffiths and were now both in the same place on the Unterjoch road. Targets and frames had been made up by R.E. B.A.O.R., and the ranges were well constructed by the R.E. Troop. John Moore and Nils Svee set good courses with one loop towards Oberjoch and the other in the Unterjoch valley, although the run-in was inevitably complicated because the firing points were back-to-back.

It was a fine sunny day and the course was fast. John Leaning drew first place and was at the range first, holding this position until the third bout of shooting, when Notley, starting eight minutes later, overhauled him. At the finish the order was Notley, Bean, Leaning, followed by Tobin of 5 Field Regiment, who had done well as No. 8 to keep on terms with the British team. Andrew, also of the British team, did well to pull up from No. 18 to finish sixth, although not fully recovered from a bout of 'flu. Halliday, Dakin and Tancock, starting at 28, 30 and 34, also put up good times.

When the results were corrected, Dakin was the winner having incurred a penalty of only six minutes to Notley's eight, whilst Andrew was third

with a penalty of only three minutes, followed by Halliday. Cpl. Rattai, of the Canadian National team, came fourth.

THE BIATHLON RELAY, 1st FEBRUARY, 1967

This is a comparatively new race, and this was the first year that it had been run at this meeting. There is a "geschmozzle" start, and each runner has to cover 7.5 kms. and fire twice, once lying and once standing. In each case the target is five balloons and for each one remaining intact after a maximum of eight rounds the runner has to complete one round of a penalty loop of 200 metres. It is a good race from the point of view of the spectators, since the start, ranges, penalty loops and finish are all in the same area, and the position of the competitors on the course is the same as their placing in the race. From the standpoint of the race staff, however, it is very complicated, and the total of starters, timekeepers, range officials, penalty loop judges and controls nearly equal the competitors.

There was a large entry and so it was decided to reduce the numbers in each team from four to three, to give experience to more units. In the event this proved an advantage because the race did not become tedious, nor did the heartbreak to the spectators of watching tired runners work out their penalty loops become unendurable.

The day was cold and windy, which caused some balloons to drop from their holes. However, some smart and speedy work by John Moore during gaps in the firing made sure that no competitor got a bonus. Because the two firing points were so close there were a number of tracks converging in the area, and conditions at times were more reminiscent of Clapham Junction than of a ski meeting. This was however more confusing to the spectators than the competitors, and no one actually got lost. When the last runners started, 39 Missile Regiment (Bdr. Brasted) had a four-minute lead from 94 Locating Regiment (Capt. Leaning). At the prone range, however, the former incurred a penalty of five loops whilst Leaning had only one. Brasted had started his last loop when Leaning overtook him, and by the time they came in sight of the standing range he was 500 metres ahead. The excitement was tense during the shooting, and rose to a pitch when Leaning failed to show his former form and incurred a penalty of four loops, whilst Brasted burst every balloon except one. The extra loops proved too much for Leaning to retain his lead, and Brasted came in first to give 39 Missile Regiment victory.

THE PATROL RACE, 3rd FEBRUARY, 1967

It was wet and depressing in the early morning, but fortunately the rain stopped soon after the start of the race. The course ran for 14½ kms. down into the Unterjoch Valley before entering the range. From there it was a further 3 kms. to the Ziel. The snow was old and wet and moderately fast. 3 R.T.R. were first away at 10.00 hours, followed by 1 D.W.R., who soon passed them and were first at the range, where they incurred a two minute penalty. Patrols then began to come through the range thick and fast, and the shooting was of a noticeably improved standard. Four teams incurred no penalties at all, and only two, the maximum of nine minutes, for missing all three balloons.

94 Locating Regiment were the favourites, with Gnr. Bean of the British team and Capt. Leaning, the team manager, running, and when they put up the best time by four minutes, were thought to be sure winners. However, 39 Missile Regiment, running 25, went off very strongly and excitement revived when they beat 94s time to the range by three minutes. They hit the balloons first time and incurred no penalty, and from then on were virtually certain of victory. They finished strongly in 1 hour 17 minutes 34 seconds—four minutes ahead of 94.

A notable feature of this race was, as always, the variation of winter uniform sported by the unit teams, which give the British Army full scope for the eccentricity of dress of which it is so fond.

NORWAY FOR A CHANGE

by Brigadier D. Horsfield

At long last we have abandoned the Alps for a season and taken a ski-ing holiday in Norway. It was an immense success and different, essentially different. In the Alps it is possible to compare this resort with that and finish up with an accurate assessment of each. Such comparisons do not seem to extend to Norway in the same way.

We had invitations from a Norwegian friend to stay with him in Oslo on our way to and fro and to use his mountain hut for part of our holiday. As we were a party of six this was a very good start. The fact that we were going to move about made us decide to take the car and dates dictated that we should use the Swedish Tor Line ferry from Immingham, near Grimsby, to Gothenberg. This is a drive on, drive off affair which has not been operating for long. In fact our return trip on the Tor Hollandia was the ship's maiden voyage. Our only misfortune was that, owing to changes in schedules we were not allowed to sleep in our cabins on the night of arrival in Sweden but were turned off at 11 p.m. We spread the children out on a bed of luggage and drove the 200 miles to Oslo where our tolerant host had left the front door open and came down himself at 4 a.m. to show us our beds. There was little snow to be seen on the way but there was plenty up at Vettakolten above Oslo, where we were staying.

Geilo, our next port of call was 150 miles further on. The name is pronounced Yea-low and the trip was an easy one. Geilo is less than 3,000 feet above sea level and much of the climbing is done in the last few miles. We had quite expected Geilo to be tiny but it is on the main east-west railway and road and has some importance. It tends to be stretched out along the road and railway, but even so most of the hotels must be within ten minutes walk of the main ski-lift. Incidentally the railway leads to Bergen and the majority of visitors cross to Bergen and take the train from there.

Geilo lies in a broad valley whose lakes are frozen and snow covered at this time of year. The chair lift takes you up a steep slope for a lift of about 1,000 feet and a number of runs have been cleared through the silver birch which grows up to a tree line short of the 4,000 feet mark. Although the runs are short they can be testing and good skiers will find the slopes they need to polish up their technique. I think the longest queue we found at the chair lift was about 20 people. Usually we got straight on. Even so the hotels were full and I suspect that even the Easter crowds, which we were told of, were small by Alpine standards.

The Ski School was well spoken of by those who were using it and classes looked to be about a dozen strong. The excellent school slopes were served by a good anchor lift and there were plenty of runs for skiers of moderate ability.

Near the top of the chair lift were two ski-tows offering more variety of ski-ing, but the striking thing was the view of extended open uplands climbing gradually to peaks up to 6,000 feet. The effect of space and opportunity to escape from others provides the key to the enjoyment Norwegians get from their ski-ing. They are a fit race, but one does not need to be an athlete to enjoy a day moving in this easy ski-ing country with light boots and skis which take all the hard work out of climbing and moving across the snow.

Hotels in Norway no longer have the advantage of cheapness over their Alpine rivals. However there were two major advantages from our point of view. In the first place we all enjoyed the excellent food where the wide choice at breakfast and lunch meant that the tastes of children or adults could be fully satisfied and were. Secondly the hotel population consisted of a good number of English families so that the children made friends easily. After dinner the lounges were full of groups playing all kinds of games until exhaustion overtook them and they went off to bed.

In stressing that Geilo is excellent for families I do not intend to indicate that it does not cater as well for those wanting dancing and more sophisticated evening entertainment. It does, but for the time being this is not for us.

For the second part of our holiday we moved to our friends' hut which is the Norwegian equivalent of a country cottage and no less comfortable. I am told there is a hut for every six people in the population and many people have one in the mountains and one by the sea. Ours was on the Strandafjord, a large inland lake. We had to abandon our car short of our goal and transfer to a Snow Track which took us on a further eight miles. The fact that this heavy vehicle could move confidently across the snow and ice of the lake shows that spring is a pretty late affair in these parts. Outside the hut the snow in the gully was 20 feet deep.

The hut life was partly an exercise in isolation, and we wondered whether the children would like it or not. There was another couple about half a mile away but we weren't quite sure where. Otherwise our nearest source of help would have been somewhere down by the car. We had one storm whilst we were there which was bad enough to close the main line from Oslo to Bergen for a day but the only reaction from the children was that they hoped it would continue so that they would be late getting back to school.

At various times we trekked on cross-country skis, climbed using skins and practised ski-jumping. Another sport we developed was snow-holing. We dug huge caves in banks of deep snow and built igloos with snow blocks. No doubt this was excellent survival training. It is a method of providing accommodation used by the more rugged Norwegian skiers.

We were all sorry when the Snow Track arrived to take us back to civilisation and this part of the holiday more than anything else prompted queries from all concerned as to how I could get myself posted to Norway. I haven't yet found the answer!

Our holiday was rounded off in Oslo by visits to the Kon Tiki Museum and the Viking Ship. The Folk Museum near by has an array of old Norwegian houses and a church in a park as well as other interesting museum displays. All of this was great fun for children and kept them for a time from spending money in the shops of the city itself.

As a family holiday this could not have been bettered and though we will not want to go to Norway every year we will certainly hope to go there again for variety in a few years time.

Rosanna Stüberl

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UNEXPECTED VICTORY IN AUSTRIA

by Captain John Leaning

We had arrived in Saalfelden in beautiful weather with the temperature at about −0°C two days before. We had, as usual, arrived unobtrusively and not much notice had been taken of us except that we had been welcomed by our pleasant Austrian hosts. The East German and Roumanian teams were of far greater interest to the followers of Biathlon. Saalfelden has a fine record of international Biathlon competitions, indeed the first world championship was held there in 1958.

Now it was early on the 13th of January and it was a Friday too. It certainly had the makings of a classic Black Friday as the snow was heavy and wet at about zero °C and the temperature was rising. We also had considerable difficulty in getting to the start as our vehicles could not take the steep slippery track. Anyway the race got underway: it was snowing hard and there had been much anxiety about the wax and the firing point. Alan Notley, Britain's chief hope for this Six Nation International had started last, a position about which he was not happy. The course was a hard one. It entailed 3 x 5 km. loops and two loops of 2½ kms., but this included four sharp climbs.

As the weather worsened it became evident that the Roumanians and East Germans were ski-ing quickly. Notley, however, appeared to be ski-ing fast too and was certainly keeping up with the best. It all depended on the shooting and as he passed after his second shoot he said, "That one's good anyway." A peep through the telescope revealed that his first two shoots were excellent. Nevertheless the weather was causing anxiety about the next two shoots.

Eventually the competitors finished their 20 km. flog in the wet porridge-like snow and it was evident that on ski-ing time Notley was 3 minutes 56 seconds behind the fastest Roumanian and 2 minutes behind the best East German over the 20 km. His time was 1 hour 51 minutes 31 seconds and was 5th in this strong field of runners a great credit to him after only six years on ski.

The tension mounted as the shooting jury inspected the targets starting at No. 1 and working their way to No. 39 which was Notley's target. The Roumanians seemed confident of victory as their best man had shot 34 out of the possible 40, which was good for the conditions. Eventually No. 39 was reached, checked and found to have 39 out of 40. After three recounts "Very good shooting Englishman!" was the cry, but no one considered the running times at that moment. We, however, knew the result and kept quiet concealing our jubilation with difficulty until the official result proclaimed Notley the winner by a clear minute in this six nation field from East and West Germany, Austria, Switzerland and Roumania. It was a surprise indeed for all, but the congratulations to the winner were generous indeed and it was a great boost to team morale, that lasted us for many weeks. I think we shall all have pleasant memories of Saalfelden despite the weather and these memories will equally apply to Alan Notley.

THE SIXTH BRITISH SERVICES COLLEGES SKI CHAMPIONSHIPS

by Senior Under Officer A. H. B. Evans

This year we stayed in two Combined Service Hotels, with eight in the Bellevue and four in the Albana. For the first couple of days we tried to regain our "ski-legs", getting well bruised in the process—Major Spencer being unlucky in that he was the only one to have repercussions from a fall, pulling a ligament in his knee. This resulted in his not being able to ski with us again before our races. The only two people who broke their skis were about the only two who were not fully insured! Jimmy Keil, a really splendid character of abounding sincerity and conscientiousness, has always trained the Academy team since the championships began and

we were very lucky to be able to secure his services again this year. His war-cries were soon echoing around the mountains, choice slogans such as: "If you fall, I weel keeef you! Ya!"

After a hard day's training, George du Pre could normally be induced to tap his supply of amusing jokes, for our light entertainment ("Oh! that reminds me . . ." being his well-known opening gambit). Major Mortimer, who joined us for the last couple of days, added to this stock of good "stories". The Albana Bar, both friendly and cheap, claimed much of our time—it was run by Helge, Europe's second prettiest barmaid who is Jimmy Keil's fiancée. Our choice of nightspots was rather limited by Mr. Wilson's currency restrictions, the problem being worsened because many of the usual haunts had tried to raise their standards by demanding the wearing of ties every night and a greater spending of money. It was most unfortunate that none of us were able to "accidentally bump into" either Francois Hardy or Audrey Hepburn who were staying at the Palace. James Mason, however, did have a drink with us in the Albana Bar.

For the five days preceding our first race we had risen early to avoid the vast crowds that block the ski-lifts and ski-slopes at this time of year. The day of the Downhill dawned, cold but sunny. By popular request the course had been lengthened to the top of Alp Giop making it about 2 km. It was well won by Mike Dyer Ball of Cranwell. For us, Edwin Parks came 4th and our Team Captain, Nick Hall, having reluctantly excluded himself from the team, beat Mark Radford and Brian Jayes who both fell. Before our three vorlaufers went down the Slalom we were given a perfect demonstration run by Gina Hathorn, the British Olympic skier who since then has come second in one of the major international races of the season. Patrick Vigors and Edwin Parks did very well to come second and third to Nigel Betts of Cranwell, who also won the combined individual prize —in this race Mike Morris showed considerable promise. That evening the prizes were presented by Gina Hathorn, the combined individual prize having been kindly donated by Herr Zuber of Zuber Sporthaus. The team prize was also won by Cranwell who had produced some very good ski-ing. Although this is the first year that Sandhurst have lost the Championships since they were started, we have high hopes of doing better next year when we shall probably have a stronger team all round.

Our holiday ended with a Fondue Party in the Zuberhutte, a fixture that is probably as well established as the races themselves, with hectic toboggan races by moonlight afterwards.

Our thanks must go to all who helped with the organisation and the running of these races, particularly Major Spencer, Jimmy and Helge (moral support!) and also to the girls and other supporters who, though they unfortunately did not all side with Sandhurst, gallantly gave up two days of their holiday to withstand wind and weather while acting as race gatekeepers. I make these acknowledgements this year because our championships, due to rising costs, will probably not be held in St. Moritz again.

RESULTS

Downhill: 1, M. Dyer-Ball, Cranwell, 2 mins. 31.5 secs.; 2, G. F. Muller, Dartmouth, 2 mins. 32.8 secs.; 3, D. Betts, Cranwell, 2 mins. 33.7 secs; 4, E Parkes, Sandhurst, 2 mins. 34.1 secs.; 5, P. Hutton, Cranwell, 2 mins. 38.8 secs.; 6, P. Vigors, Sandhurst, 2 mins. 41.1 secs.

Teams: 1, Cranwell; 2, Sandhurst; 3, Dartmouth.

Slalom: 1, N. Betts, Cranwell, 109.2 secs.; 2, M. Dyer-Ball, Cranwell, 113.5 secs.; 3, P. Vigors, Sandhurst, 114.8 secs.; 4, J. Dixon, Cranwell, 128.2 secs.; 5, P. Hutton, Cranwell, 130.2 secs.; 6, G. F. Miller, Dartmouth, 132.2 secs.

Teams: 1, Cranwell; 2, Sandhurst; 3, Dartmouth.

Combined: 1, N. Betts, Cranwell; 2, M. Dyer-Ball, Cranwell; 3, P. Vigors, Sandhurst; 4, G. F. Miller, Dartmouth; 5, E. Parkes, Sandhurst; 6, P. Hutton, Cranwell.

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THIRTY-SIXTH SERVICES SKI CHAMPIONSHIPS, 1967

by the Honorary Editor

Not for the first time, the Services Ski Championships was scheduled to take place before the Army Meeting, and this year coincided with the B.A.O.R. Ski Championships as well.

Colonel Pete Dawson, Chairman of the Alpine Committee, had therefore to invite some of the previous years better performers and hope that the National Team would not require their services at this particular time. Peter Norman, on leave, was appointed captain and David Borradaile, Simon Hazlerigg, both 15/19 Hussars, David Harmer, Royals, David Freeth, 3rd R.H.A. and L/Bdr. Alan Roynon, 94 Loc. Regt. were selected to assist him.

The Royal Navy and Royal Air Force teams had been training in St. Moritz for some time, but both had unfortunately sustained injuries and neither team was at its strongest for the Downhill race on 25th January.

The usual course, San Murezzan to below Alp Giop was set and the weather obliged with blue skies, warm sun and no wind.

The results were not unexpected. David Borradaile had a clear lead of .5", over Peter Norman; David Freeth, ski-ing on a bad ankle, due to a heavy fall at the Hahnankamm at Kitzbuhel and necessitating a pain-killing injection, was third.

Able-Seaman Harry King, Navy, was fourth followed by Simon Hazlerigg but with four in the first five the Army were well ahead. Alan Roynon in his first Inter-Service race skied well to come seventh out of the 19th starters.

It is sad to record that once again the Navy Captain, Lieut. Peter Willis Fleming, in true tradition, took the most fearful toss, this time on the flat. Spectators, fearing the worst, were greatly relieved when he emerged without serious injury. Despite his lengthy time for the course, his team came out comfortably ahead of the Royal Air Force.

The Slalom was held the following day on the usual Salastrains slope. Carlo had set an interesting 58 gate course, no traps, but to be taken with respect.

Two of the British Ladies' team, Miss Diana Tomkinson and Miss Gina Hathorn, were in St. Moritz and kindly agreed to forerun the course. Di Tomkinson came down first. Not a particularly fast time but a lesson for further forerunners for all time. Then Miss Hathorn. Really on the top of her form; slaloming quite beautifully, and attacking every yard of the course. Both ladies' times if announced, would have given the waiting competitors a severe shock.

Borradaile had an excellent first run, 39.9", .3" better than Harry King, with Peter Norman third. David Freeth, again with a pain killer, got mixed up and was unlucky enough to do it in front of a gatekeeper, who had kindly volunteered for the job, but without great experience in this sometimes very difficult duty. The final result was his disqualification.

The course was changed slightly for the second run. Again the British ladies foreran with extreme grace and great determination. Even the subsequent winner, David Borradaile, going flat out, was but .3 of a second faster over the two runs. The second run produced few changes though it was a coincidence that the Captains of the RN and RAF teams both recorded identical total times for the two runs. Able seaman Harry King came second beating Captain Peter Norman by 2.3", but with Simon Hazlerigg and David Harmer both well up, the Army were ahead of the Navy, who, in turn, had a better team result than the R.A.F.

The Combined Services gave an excellent cocktail party at the Hotel Steffani in the evening where prizes were presented, but unfortunately the Navy team had had to return to duty and could not be present.

RESULTS

Downhill: 1, Lt. D. Borradaile, 2 mins. 22.2 secs.; 2, Capt. P. Norman, 2 mins. 227 secs.; 3 Lt. D. Freeth, 2 mins. 26.3 secs.; 4, Able seaman H. King, 2 mins. 27.2 secs.; 5 Lt. S. Hazlerigg, 2 mins. 28.4 secs.; 6, A. Brock, 2 mins. 30.3 secs. (19 started, 18 finished.)
1, Army; 2, Royal Navy; 3, Royal Air Force.

Slalom: 1, 2/Lt. Borradaile, 78.4 secs.; 2, Able Seaman H. King, 80.9 secs.; 3, Capt. P. Norman, 83.2 secs.; 4, Lt. P. Willis Fleming, Flt. Lt. G. Whitley, 95.4 secs.; 6, Marine A. Brock, 99.4 secs. (18 started, 16 finished.)
1, Army; 2, Royal Navy; 3, Royal Air Force.

Combined: 1, 2/Lt. D. Borradaile; 2, Capt. P. Norman; 3, Able Seaman H. King; 4, Flt. Lt. G. Whitley; 5, Marine A. Brock; 6, Lt. S. Hazlerigg. (19 started, 16 finished).
1, Army; 2, Royal Navy; 3, Royal Air Force.

ARMY BOB NOTES, 1967

by Captain J. H. P. S. B. Lewis, 11th Hussars

At last the Army Bob Team appeared to be properly organised! Having its own bobs, a Land-Rover loaned by the 11th Hussars, a trailer and much to the surprise of all other bobbers who have been so patient with us before—our own tools! Prospects appeared good with last year's success and experience behind us—most of the same team and a real chance of again winning the Inter-Services Gold Plate so kindly presented by Messrs. W. D. and H. O. Wills. Even one felt a faint possibility of an Army team representing Great Britain in the World Championships at Alp D'Huez in France.

Spirits were high and enthusiasm considerable when training started early in January at St. Moritz but we were soon brought to our senses on the first day when one of the Army bobs overturned near the finish. Much to everyone's relief no damage was done to either man or machine but it brought back to us all the realisation that bobbing was not a sport to be played with but I might add nothing like as horrifying as it looks! Practice runs soon improved and it looked on form as if we would shape well against all opposition. Prince Michael and I both putting up fast times and Tony Woodward who was driving for his first year appeared safer in a bob than I can remember him being in his Alfa Romeo!

The weather for the first 10 days was desperately cold with the ice very hard but on the two days of racing for the Inter-Services run concurrently with the British Championships the warmer weather arrived. The conditions had changed and so apparently had our ability for Michael and I seemed quite incapable of repeating practice form and only finished 6th and 5th respectively in the British Championships with two R.A.F. pairs ahead. The R.A.F. had won, our beginners luck of last year had sadly forsaken us. However, we had at least found another good driver in Tony Woodward who finished 8th, which considering his lack of experience was a very fine effort.

Prince Michael had to leave for England to continue his language course while the remainder of the team went on to Igls in Austria to compete in the European two- and four-man Championships. This competition like all others for the remainder of the season was dogged by warm weather which spread across the Alps much to the delight of some, but to the frustration of all bobbers. Weather always seems to play a very big part in every season, as so many of the tracks are built at such low altitudes that continual freezing even at night cannot be guaranteed. However, by starting early in the morning the Austrians who had built a superb track managed to keep it open despite melting ice and the unfavourable conditions. This limited the number of entries and only myself with Richard Hoare as my brake was able to race. We put up the fastest time of all the British bobs in practice but with luck obviously not on our side I managed to turn over on the last big corner of the course dislocating my shoulder.

This was a great pity because it left the team without a four-man driver and so yet again for a second year the green Army four-man bob remained unused. A tremendous disappointment as our four-man crew potential with Woodward, Hoare and Stephen Daniel seemed very considerable.

However, all those that could, continued to bob, Daniel, Hoare and Nigel Thimbleby raced in a four-man driven by Robin Seel, an ex-11th Hussar, but without success. Tony Woodward went to Alp D'Huez to join Tony Nash the olympic gold medalist on his four-man crew. They unfortunately never raced due to the weather which from all reports completely ruined the track.

The bobs were again stored in St. Moritz for the summer and most of the team went back to help put them away. During the time there, the Q.R.I.H. representatives of the team persuaded General Sir John Hackett to ride down. Unfortunately he went in a Fieraxband, a bedstead as we call it and we fear didn't get all the thrills of the sport but we hope he will try again next year in a racing Podar.

Altogether the season was a slight disappointment after the great successes of the previous year but we hope at least one number of the team will go to the Olympics next winter. Anyhow a lot was learnt and a considerable number of people did a lot of bobbing. For the future there are plenty of well founded hopes of success and for the present a few quiet months to build up one's nerve for next year.

ARMY CRESTA, 1967

From Major R. C. Rayner, Royal Horse Guards (The Blues)

Very cold ice is dull, brittle and slow, sometimes slower than warm ice which can be grey and binding. But should a cold night be followed by hot sunshine then the ice will transform quickly to a live shimmering blue and wink at you in the eye.

This year we have had just such glorious Cresta weather and the run has been as fast as I can remember, and as slippery! Indeed not one of us has escaped the hay! Crisp mornings that have set the wind singing and the runners clattering in a wild duet. Spring cleaning weather and a sport that can deal with all the cobwebs.

Ice conditions require consideration when one is riding the Cresta and little is written about this. Both weight and runners can be altered to suit the day, but only within the correct ratio. On a cold morning with an 8.30 start a maximum of weight is required on the maximum "bow" of runner, but an excess weight will again flatten the runner and ground pressure will be lost. On a warm day too much pressure will be of disadvantage for the necessary film of water between steel and ice will already be present. But of course you can bolt on as much lead as you like or alternatively bow the runners until you run round in circles.

A very fat man once asked me whether I considered that he had been born for the Cresta. I replied that irrespective of the fact that he would bounce nicely, live weight was usually better than dead. Unfortunately this gentleman was so painfully unfit that there was little chance of controlling such a formidable combination and the result was usually a crater!

The Army produced this year strong lean men for the game, some of them very long and "compo" thin. John Galica was one of these and after a nasty accident last season it was good to see him back and riding so well. It was such a pity that he did not show his best form until the day of the race, that is on the Cresta! Also it was nice to see our former captain Dick Daniel again on the run. After a long absence he quickly developed his old pace only to take a shattering fall in the competition repeating my performance of last year. Tim Spenlove-Brown, Charles Ramsay and David Freeth all had a good innings, or perhaps for David I should say "outings", and several beginners showed remarkable zeal. Particularly our not so tamed Gurkha Paul Pettigrew made a champion

start and it was splendid to see him carry away the novices cup. His compatriot Digby Willoughby was however not so fortunate in dislocating his shoulder, but he made an excellent team manager and this painful injury never seemed to prevent him from raising his elbow!

The Navy deserved to win, on that we were agreed, for after a chapter of accidents they were gallant to race at all. Marcus Coombs also had a great victory after a rewarding season; perhaps it is unnecessary to add that he disobeyed all my instructions not to race me! Next year with Peter Fishbourne back and with Simon Hazlerigg and Chris Seel again on the run we should have the nucleus of a very good team indeed.

Lastly I should mention again our gratitude to all those who help us hold this competition. Also I should like to thank General Hackett for his support. General Shan's speech at the "Shuttlecock" dinner will not quickly be forgotten, certainly by Brigitte Bardot! I wish I could be so insubordinate as to repeat it.

But please, be you fat or thin, flexed or flacid, let's see a few more of you next winter.

Colours :

Colours:
Army Bobsleigh 1966
Major Cochrane Dyet
Captain Lewis
Lieut. H.R.H. Prince Michael of Kent
Army Bobsleigh 1967
Captain Woodward
Lieut. Daniel
Lieut. Hoare
Army Cresta 1967
Captain P. D. Pettigrew
Lieut. C. A. Seel

THE BRITISH BIATHLON TEAM, 1966/67

by Brigadier R. A. Blakeway

Chairman, Nordic Racing and Biathlon Committee, N.S.F. of G.B.

It was appreciated at the beginning of the season that funds would be short and we would not be able to raise enough money to do everything we wanted to do, so we decided to concentrate on the training and racing of the British Biathlon Team, to ensure that they had the maximum support possible, and to forego plans, for the time being, for "B" Team or Advanced Training, and for the training of "straight" cross-country racers.

In the event we had enough money for the Biathlon Team to complete a satisfactory season, partly because they did not take part in the official World Championships, but mainly because of generous contributions from the A.S.A. (including a most welcome initial £400 from the Olympic Appeal), and because of equally generous grants from Regimental private funds to individual team members in addition to N.S.F. grants. We are most grateful for this support, and for all the other "unofficial" help we continue to receive from individuals and Regiments, and from the U.K. Element at H.Q. A.F.N.E. in Norway.

The Team, selected prior to the beginning of the season, was:—

Team Captain and Manager—Captain J. M. C. Leaning, R.A.
Racing Captain—Corporal A. G. Notley, Royal Green Jackets
L/Bdr. F. Andrew, R.A.; Gnr. R. Bean, R.A.; L/Cpl. V. T. Dakin, Q.D.C.; Sgt. M. Halliday, R.M.; Cpl. P. D. Tancock, Q.D.G.
Musketry Instructor—S/Sgt. J. Siddall, R.E.M.E.
Ski Coach—Ola Waerhaug

Notley and Andrew have been with the team since its formation in 1962, Dakin and Tancock joined it last year, and Bean and Halliday were promoted from last year's "B" Team. Unfortunately Major Rod Tuck,

R.M., could not be made available to rejoin the Team after his tour in Aden, and Cpl. Ingledew, R.E. had bought himself out of the Army during the summer. These losses; and others in the last few years, of men who had not yet reached their peak as cross-country or biathlon skiers, are inevitable under Service conditions but accentuate the need for advanced training for a "B" Team, coupled with experience of international competitions. I hope that it will be possible to arrange for this next year.

Team Training

Training was on much the same lines as last year—individual training during the spring and summer, on Ola Waerhaug's monthly written instructions, four weeks collective musketry, gymn and cross-country running at Longmoor Camp in October, and snow training in Norway from November to January. It was generally satisfactory, but the team would have benefited from some time on mountains before going to Norway, and arrangements for this are being made in 1967.

Racing

After two training races in the Oslo area, in which several of the Norwegian team took part (best results Andrew 6th, Notley 3rd respectively), the first international race proper was at Saalfelden in Austria on 13th January. There were 31 starters from Austria, Roumania, East and West Gemany, Switzerland and ourselves. Notley won, Andrew was 7th, Tancock 11th, Dakin 14th. This was a magnificent performance by Notley at the top of his form in ski-ing and shooting, and caused something of a sensation in international circles, as he beat by five minutes a Roumanian who finished 6th in last year's World Championships. When, indeed, did an Englishman last win an international open ski-ing competition?

The team then moved to Germany for the 1 Div Meeting (Leaning, Andrew and Bean) and the British and Army Championships. The results of the latter are reported elsewhere, but I feel I must say here how very impressed the team were with the high standard of the organisation of the meeting, which, after all, is far larger than many international meetings. They have also asked me to thank the course setters and range organisers for some most enjoyable and interesting races. There was some noticeable talent amongst the top finishers in the British 15 km. race, talent which deserves to be encouraged and trained for future international events.

During Oberjoch the team visited Garmisch-Partenkirchen for a three-man International Biathlon Relay with Canadad and West Germany. Our "A" Team won, the "B" Team came fourth out of six. We led all the way, Notley ran first and established a clear lead.

Notley, Dakin, Halliday and Tancock left Oberjoch early for an International Individual Biathlon at Grindelwald on 3rd February. Halliday 8th, Notley 9th, Tancock 17, Dakin 23rd. There were 33 starters, from East and West Germany, Canada, U.S.A., and Switzerland. The first seven places were filled by East Germans and Americans.

The Team then reassmbled at Autrans, Grenoble, on the 6th February for the pre-Olympics. The organisation there was Gallic; but the courses and general atmosphere were good and there were no walk-outs by Nordic teams, as happened across the valley at Chamrousse in the Alpine village.

The results in the Individual on the 10th February were most disappointing. Dakin 25th (a fine performance by him), but Halliday came 49th, Andrew 55th and Notley 58th out of 60. Andrew and Notley' performances were too bad to be true: Andrew was recovering from 'flu and had had too many races at the Div and Army meetings, and Notley's patchy performances may have resulted from him having reached his peak too early.

The Relay on the 13th was more hopeful; we finished 10th out of 16, beating Canada and all "Alpine" countries. Notley redeemed himself finishing 15th out of 64, behind 10 Scandinavians and Russians, a Roumanian, Pole, East German and Japanese. He beat all the Americans, thus reversing earlier form.

After Autrans the Team returned to Oslo for further training (as they could not take part in the World Championships in East Germany), including the Oslo 70 km. race in appalling conditions, and the Holmenkollen 50 km. in similar conditions for Halliday who came 22nd in a field of 41, 18 failing to finish, and thereby gained much public acclaim.

The season ended with the Lowlanders 15 km. We were beaten by the Danes for the second time running in the team event—by 1½ minutes in 3½ hours—but the Danish 30 km. was some recompense as Andrew won it easily, a fine end to the season for a man who is as "dedicated" as anyone but somehow has often missed the bus in international events in the past.

British National Colours were awarded to all racing members of the team for 1966-67.

It was a busy season—every member of the Team took part in 13 or more top class races, and the long journeys in January may have had an adverse effect. However I hope that the international experience gained by the newer members of the Team will pay off next year in the Olympics.

We must not be too optimistic; we will be competing—for example—against the pick of 10,000 Rusian Biathletes, but I am sure that this season's results demonstrate that we have competitors of world class, who deserve the maximum possible support and encouragment.

ARMY SKI ASSOCIATION HAUTE ROUTE TOUR 1967

by Brigadier J. R. G. Finch, O.B.E.

The tour was organised by Major J. A. G. Tindall, The Gordon Highlanders, B.A.O.R. The numbers were limited by a series of injuries before the tour started, to four. Not all the accidents were to do with ski-ing. Some intending R.A.F. tourers went to the Canadian arctic instead. For the small numbers that completed the route with Denis Bertholet the weather was kind and the tour a success.

The route followed is an interesting one but does not require a high standard of skiing. It does require steady skiing, endurance and fitness. Any unit contemplating such a tour must have a professional guide. The total height climbed was 26,000 feet and descent 30,000 feet. The distance as the crow flies is 62 miles.

Next year the R.A.F. has offered to organise the tour which will limit the liability to A.S.A. funds to £10 per head. It is hoped that with better publicity in B.A.O.R. Army interest in the Tour can be increased.

NOTICE

The opinions expressed in articles in this Year Book represent the views of the authors and are NOT the considered opinion of the Council of the Army Ski Association

THE STANIS MEMORIAL TROPHY RACE 1967

by Major General Ian R. Graeme

The third race for the Stanis Memorial Trophy was held in Alpbach, Austria, on Sunday, 22nd January, 1967. There were 77 entries including 13 Regimental Teams, 20 Individual British and eight Individuals from the Alpbach Ski Club. Two of the Regimental Teams failed to turn up and in the end there were 65 starters.

This was the first official race held by Alpbach on the new race course on the upper slopes of the new chairlift opened in December 1966. It is a first class course of 1,400 metres with a vertical drop of 400-450 metres with a variety of terrain and can be easily closed to the public. This year's Stanis Race was an excellent prelude to the F.I.S. (B) Ladies two Giant Slaloms held in March with great success. Alpbach has earned this honour by its charm, hospitality and the efficiency on their race organization. The new skating areas opened up this winter on the Wiedersbergerhorn have great potential and have enhanced the status of Alpbach both as a holiday resort and as a resort which can now offer really good training facilities and international racing. I think it is fair to say that the close liaison between the A.S.A. and Alpbach over the past five years has helped considerably to bring this about. No one would have been more pleased than Stanis himself and indeed he would have applauded both this development and, in particular, the rising standard of ski-ing amongst our Regimental Teams.

The course was set as a Giant Slalom over 1,400 metres with a vertical drop of 400 metres and 67 gates. The start at 1030 hrs. was at the top station of the new chairlift at nearly 6,000 ft. and the finish at the middle station. We had to alter the alignment of the last 100 metres owing to deep powder snow which we could not stamp firm enough to make a hard track. The course was prepared and set by Walter Lederer and had involved over 60 locals for three days getting the course into good condition. I am sure all the competitors will agree that they had done a magnificent job and the results were as good, if not better, than any course they were likely to race on in the Alps this winter.

We were honoured to have Miss Traudl Hecher and this year's Austrian University's Men's Champion to act as vorlaufers. Miss Hecher has been six time Austrian Women's Champion. She holds a Diamond K and won Olympic medals both in 1960 and 1964. It was grand to see her ski down this course and she told me at the finish that it was a superb course but had too many gates which made her work too hard!

The gate-keeping, timing, starting and general arrangements were all handled most efficiently by Alpbach and earned much well deserved praise from those who raced. Herbert Lederer, brother of Walter, who runs the ski store which is used by A.S.A. members was again responsible for the administration and I am most grateful to Beth Coleman and Annette Gribbon who recorded and typed so much of the start lists and results: also to Major Bill Patterson who had contracted the teams and found them accommodation. Koni Moser, the President of the Alpbach Ski Club was his usual cheerful self as Chief of Race and Timekeeper. He had a slight heart attack towards the end of the race, but stuck to his post and after a couple of days in bed was himself again. This is the penalty for doing too much and maybe burning the candle at both ends and in the middle. He is such a good friend to the A.S.A. and such a tower of strength in the village that we all hope he takes things a little more slowly. However, this was not so during the F.I.S. races when he was everywhere and must take tremendous credit for their success. The Head of the Ski School, Toni Moser, was responsible for the gate-keeping and final approval of the course. He has a difficult task as he has to balance the effort required by the Stanis Trophy in terms of ski instructors, etc., and the needs of the holiday skiers who must not have their ski lessons interrupted. The result,

of course, is that the ski instructors have to work a lot of overtime and they do this cheerfully and loyally because of the many friends they have amongst A.S.A. members not only the teams, but also the ordinary holiday skiers. My task in all this as the Referee is to jolly everyone along and ensure harmony between the village and the A.S.A. I have the confidence of the village and having skied in Alpbach now for seven years with my family I understand their needs as well as those of the A.S.A. Now, however, that this race is officially on the A.S.A. calendar and has reached its present high standard the Alpine Committee must accept responsibility for it but they have a most tremendous foundation of goodwill and enthusiasm on which to develop it. Before I leave this aspect I would like to pay a tribute to David Borradaile who gave us such great help at the preliminary meetings of Team Captains. He deeply impressed the village with his knowledge and his cooperative approach. It is this sort of contact which does so much to increase the status of British skiing in the Alps and makes our national teams welcome wherever they go.

The village was delighted that the race was won by David Borradaile, 15/19 H., in 127.9 seconds which was 12 seconds better than the second person, Peter Margreiter of Alpbach; Hansl Moser, last year's winner was third with 143.3 seconds. This difference demonstrated so clearly the improvement in British skiing. In fact the standard of the first fifteen to finish was commendably high on a course set to international standards which demanded technique and fitness.

The Stanis Trophy was won by 15/19 H. who were 8 seconds ahead of 94 Locating Regiment, R.A., the winners in 1966. The 15/19 H. were popular winners in the village as Stanis had trained their regimental team some years ago and had gone to St. Moritz with them.

We held the prize-giving in the Jakober Hotel which is owned by Stanis's family and they were particularly pleased at this. After a special lunch organized by Major Bill Patterson with Frieda, which was attended by just over a hundred, I made a short speech to voice the thanks of the A.S.A. to Alpbach and handed out the prizes. In addition to the Stanis Trophy itself I had taken out six prizes which went to the first six individuals to finish. The Alpbach Ski School gave three very fine hand engraved glass jugs which had been specially made in Rattenberg to the winning team and a particularly handsome one to the individual winner. Sports Shop Lederer gave three pairs of ski sticks which I gave to the next three individuals and we gave a special A.S.A. prize to Urban Margreiter of Alpbach who was the third Alpbacher to finish. Honour was thus satisfied all round. David Borradaile thanked Alpbach for their generosity and efficient organization on behalf of the racers and much liquor was consumed by one and all.

The date of the Stanis Race for 1968 has been fixed for Thursday, 11th January, 1968, and will again be a Giant Slalom. I do hope that we shall have at least 20 teams and 100 starters and that they will all train in Alpbach for ten days to two weeks beforehand. This should be possible as the divisional meetings in B.A.O.R. do not start before 14th/15th January and accommodation in Alpbach is cheap: so is the beer. If we do get a good response Alpbach have agreed to set a special Slalom as an additional race on the morning of Saturday, 13th January and this is clear proof of their generosity and affection for the A.S.A. I sincerely hope we match this by a warm and wholehearted response as there is no village in the Alps where the British Army is held in greater respect or made more welcome.

Results: 1, 2/Lieut. D. Borradaile, 15/19 H., 127.9 secs.; 2, P. Margreiter, Alpbach, 140.0 secs.; 3, H. Moser, Alpbach, 143.3 secs.; 4, L./Bdr. A. Roynon, 94 Loc. Regt., 147.0 secs.; 5, 2/Lieut. S. Hazlerigg, 15/19 H., 150.2 secs.; 6, Captain D. Hanmer, 152.2 secs.

Teams: 1, 15/19 H.; 2, 94 Loc. Regt.; 3, Royals; 4, 2 Fd. Regt.; 5, Royal Fusiliers; 6, Scots Greys.

THE SCOTTISH MEETING AND TERRITORIAL ARMY CHAMPIONSHIPS

by Colonel J. E. Weller

The anemometer on the Cairngorms on 14th March recorded a wind speed of 114 knots. This removed the cable from the pylons of the White Lady Chairlift and all snow from under the White Lady anchor lift.

By Thursday, 16th March, the wind had moderated somewhat and Karl Fuchs, who shared my determination that the race should go on whatever the weather set the course on the White Lady. This was only possible because the lifts were not working; it was the first Giant Slalom to be held on the White Lady for some years.

On Friday the official practice day, the wind was blowing in gusts up to 85 knots and it was somewhat arbitrary as to whether one skied up or downhill.

On Saturday the course was very icy at the top but the wind had moderated and we were able to run the race on a course with a drop of some 960 feet and 1,200 yards in length. There were 40 gates.

There was a record entry of 199 for the open race and the course stayed in good condition throughout. Some lower seeded starters returned some very good times. Captain P. Chrystal starting at number 101 won the individual T.A. championship.

The 6/7 Black Watch are congratulated on winning the open and the T.A. team prize. It is a sad thing that this is the last occasion when many T.A. Regiments in the form we know them now will compete. It is to their credit that T.A. units and individuals participated within 2 weeks of their disbandment.

There was a record entry too for the Junior Soldiers' and Novices' Race —a total of 105 took part. The wind had got up again and the course was held on the lower slope of the White Lady. L./Cpl. J. A. Neufeld showed what a really good skier he is by winning the individual event by completing the course 11.9 seconds quicker than his nearest rival.

It is not without interest that the majority of the gatekeepers, wireless operators and medical teams from 278 Field Regiment, R.A., and 5 General Hospital had turned up to do their duty at the Scottish Meeting for the fifth year in succession. Due to the wind and the number of entries, this year must have been an all-high record for discomfort (the White Lady is fully exposed to Westerly gales) for these stalwarts, but I doubt whether they have ever remained so cheerful. I would like to record in this report the debt owed by the A.S.A. to these splendid supporters, many of whom do not ski at all. Alas we may not get many of them next year.

A cocktail party was held in the Carrbridge Hotel on the Saturday evening and there was an extremely exuberant party in the Coylumbridge Hotel— not without its embarrassing moments—on the Saturday evening.

The Race Office ran extremely smoothly and great credit is due to Captain Harlow, W.R.A.C., for the cheerful unruffled way she handled the onerous and difficult task of Race Secretary.

Prize giving was held in the Osprey Room of the new Aviemore Centre and this proved to be a splendid place for it. The Commander-in-Chief, Scottish Command, General Lang, addressed the competitors before his daughter Sarah gave away the prizes in the most charming manner. She was detailed by her father as a penance for her part in the party the night before. There was a much larger scale of prizes than in previous years and it was gratifying that so many different units went away with a memento of the occasion.

Finally, this must go down in history as the windiest ski meeting yet, but also perhaps the meeting that was entered into in a most light hearted and sporting spirit by all and I fully believe that everyone thoroughly enjoyed themselves.

Results: Open Giant Slalom—1, Captain N. Winship, 1 min. 23.7 secs.; 2, App./Lcpl. J. Neufeld, 1 min. 27.6 secs.; 3, O./Cdt. Vigors, 1 min. 28.4 secs.; 4, 2/Lieut. M. Fielding, 1 min. 28.7 secs.; 5, Captain P. Chrystal, 1 min. 28.9 secs.; 6, 2/Lieut. Hutchison, 1 min. 30.0 secs.

Teams: 1, 6/7 B.W. (T.A.); 2, 1 Glocesters; 3, Q.R.R. (T.A.); 4, A.A.C., Chepstow; 5, Gen. Hosp. T.A.; 6, 1 Gren. Gds. (161 started, 133 finished.)

Junior Soldiers Race: 1, App./Lcpl. Neufeld, 0.49 secs.; 2, J./Cpl. Watkins, 1 min. 00.9 secs.; 3, J.Spr. Godfrey; J./Cpl. Marshall, 1 min. 01.2 secs.; 5, J.Gnr. Blick, 1 min. 06.1 secs.; 6, J./Dvr. McGarvey, 1 min. 08.5 secs.

Teams: Jnr. Ldrs. Regt., R.E. "A"; 2, A.A.C., Chepstow; 3, Jnr. Ldrs. Regt., R.C.T.; 4, A.C.C., Carlisle; 5, Jnr. Ldrs. Regt., R.E. "B"; 6, Jnr. Ldrs. Bn., Inf. (90 started, 69 finished.)

THE TWENTIETH ARMY SKI MEETING, 1967

by the Hon. Editor

This was the first year that the Army Alpine Meeting had been shortened to one week instead of the usual fortnight.

This, however, in no way reduced the number of competitors as twenty-seven teams excluding individuals turned up and were to enjoy an excellent week's racing.

The Committee, owing to "franc shortage", was also pruned in numbers, but it was hoped that their experience would carry them through. This in fact happened, but the absence of a Chief Timekeeper was felt throughout the Meeting.

The Committee consisted of:

Chief of the Races	Lieut.-Colonel H. V. Dawson
Chiefs of the Courses	Major D. C. Prior
	Captain P. Norman
Chief Steward	Major R. Eyton-Lloyd
Chief Gatekeeper	Major E. A. Forestier-Walker
Race Secretary	Major V. C. Abplanalp
Assistant Race Secretary	Major O. B. Warman

The majority had been involved in the organization of the Inter-Service Meeting, so were "on the ball" when the first race, the Giant Slalom, loomed up.

It was pleasant to welcome, after a gap of several years, a team from the Royal 22nd Regiment of Canada. At their last appearance in 1963 they had walked off with the major team trophy, but this year they were subordinated into third place.

In time one ceases to be surprised at Alpine weather. Last year the Giant Slalom took place in a temperature of thirty-four degrees of frost! This year the temperature was ten degrees above zero. At least the officials and that gallant band of gatekeepers could not complain about the cold.

THE ARMY GIANT SLALOM RACE

The Readhead Cup (Individual) and the Royal Artillery Cup (Teams)

As has now become familiar, St. Moritz offered the old Olympia Course, east of the Corvigliabahn, for this race. An inspection, however, as usual proved that it was in no state for racing and therefore the old San Murrezzan-Alp Giop course with forty gates was ably set by Melchior of the St. Moritz Ski School. Competitors had four hours in which to inspect the Course and the race started at 1300 hours on Monday, 30th January.

As was expected those training with, or who had trained with the National team, occupied the first four places, Borradaile winning by 0.119 secs. from de Westenholz in 2 mins. 00.9 secs., with Norman and Freeth 3rd and 4th, Freeth was ski-ing on a sadly damaged ankle necessitating pain killing injections.

What was noticeable, however, was the improvement in the overall standard of the competitors. Seventy-three beat 3 minutes and only six of the one-hundred and twelve to finish were in excess of four minutes. No serious injuries and an excellent race.

Results: 1, 2/Lieut. D. Borradaile, 15/19 H., 2 mins. 00.9 secs.; 2, 2/Lieut. C. de Westenholz, Scots Greys, 2 mins. 01.0 secs.; 3, Captain P. Norman, 9/12 R.L., 2 mins. 02.5 secs.; 4, H. D. Freeth, 3 R.H.A., 2 mins. 10.7 secs., 5, Captain D. Hammer, Royals, 2 mins. 12.0 secs.; 6, 2/Lieut. S. Hazlerigg, 15/19 H., 2 mins. 16.2 secs.

Teams: 1, 15/19 H.; 2, Scots Greys; 3, Royals. (124 started, 117 finished.)

THE ARMY SLALOM RACE

The India Sports Board Cup (Individual) and the Sandhurst Cup (Teams)

In order to give competitors sufficient time to practice on the Downhill Course, Tuesday, 31st January was given over to fast practice.

Therefore, the slalom was set at 0800 hours on Wednesday, 1st February, and the race started at 1030 hours. St. Moritz now has a new slalom course complete with lift beside the Creste Club House, but unfortunately this course will require a great deal of additional work before it can be considered to be satisfactory. Accordingly Melchior had set two courses on the usual Salastrains slope, with forty-nine and fifty-four gates respectively.

Unfortunately we no longer had the services of the two ladies of the British team to forerun the courses. At the last moment the trainer of the Scots Greys was hijacked into the job. He had had no opportunity to study the course and took the first bit the wrong way. In consequence David Borradaile, starting no. 1, had no correct track to follow and got thoroughly out of phase, finally finishing in 63.4 secs., demanding a second run. This the Jury immediately awarded him subject to confirmation after the race. His second run was approximately half his previous time and there the matter rested temporarily. Meanwhile Charles de Westenholz had done 38.1 secs. and Peter Norman 39.5 secs. and were leading the field.

It was not an easy course and the fact that only five out of eighty-four were awarded two minutes showed the all-round improvement. The second course was more fluid. Borradaile hurled himself down in 35.5 secs., .3 secs. faster than de Westenholz and almost all completed this course without dire disaster.

The Jury considered Borradaile's protest in the evening and after due consideration, announced that his first time, 63.4 secs. on the first run must stand. This elicited an ill-informed article by the Correspondent of *The Times*, which only proved that his knowledge of the rules of ski-racing was extremely scanty.

Results: 1, 2/Lieut. C. de Westenholz, Scots Greys, 73.9 secs.; 2, Captain P. Norman, 9/12 R.L., 76.1 secs.; 3, Lieut. D. Freeth, 3 R.H.A., 83.8 secs.; 4, L./Cpl. J. Gignac, R. 22nd R., 89.7 secs.; 5, Lieut. S. Hazlerigg, 15/19 H., 90.7 secs.; 6, Cpl. J. Cloutier, R. 22nd R., 92.1 secs.

Teams: 1, Scots Greys; 2, R. 22nd R.; 3, 15/19 H.

THE ARMY DOWNHILL RACE

The Joslin Cup (Individual) and the A.S.C.B. Trophy (Teams).

After the 130 competitors had pounded down the race course, some as many as ten times, the downhill course was looking rather sorry for itself by the evening prior to the race. However, stirling work by the two Chiefs of the Course, Melchior and some piste repairers managed to get it into fair condition by the morning of Thursday, 2nd February. The cloudless weather had had a relapse and belts of mist were drifting across making difficulties for many of the competitors. However, the original start time of 1030 hours was adhered to and although some of the low start numbers had a difficult passage those from about 90 onwards had a clear run. With start number 13 David Borradaile proved an easy winner by 7.5 secs. from Peter Norman with Charles de Westenholz 0.9 secs. behind. Placings were, in many cases, due to the amount of mist encountered en route, but sixty-

seven came down under four minutes. Among good runs were those done by Chris Copeland, 94 Loc. Regt., 6th, Spr. Dawson, 35 Corps Engr. Regt., 10th and Tim Dumas, 2 Fd. Regt., 11th.

Some grievous falls were taken: among them Peter Caroe, 11 H., who had the ill-luck to dislocate his shoulder, but who had it put back at no cost by the S.O.S. man overturning the "blood wagon" with him inside! However, he was "walking wounded" by the evening.

Results: 1, 2/Lieut. D. Borrodaile, 15/19 H., 2 mins. 36.2 secs.; 2, Captain P. Norman, 9/12 Regt., 2 mins. 43.7 secs.; 3, 2/Lieut. C. de Westenholz, Scots Greys, 2 mins. 44.6 secs.; 4, 2/Lieut. S. Hazlerigg, 15/19 H., 2 mins. 49.5 secs.; 5, 2/Lieut. G. Widdows, 15/19 H., 2 mins. 51.8 secs.; 6, Lieut. C. Copeland, 94 Loc. Regt., 2 mins. 52.8 secs.

Teams: 1, 15/19 H.; 2, R. 22nd R.; 3, 94 Loc. Regt. (124 started, 108 finished.)

THE ALPINE COMBINATION

The A.S.A. Cup (Individual), The Irish Guards Cup (British Army Teams), The Queen's Royal Rifles Cup (Open Teams)

2/Lieut. Charles de Westenholz, Scots Greys, again won the title of Army Alpine Champion. Steady ski-ing was his long suit, second in Giant Slalom, first in Slalom and third in the Downhill.

Peter Norman, with very little training this year, was second and David Borrodaile third. The latter's unfortunate first run in the Slalom had pulled him down.

L./Bdr. Wilding, 94 Loc. Regt., was again the first British soldier at tenth place, but was beaten by L./Cpl. Gignac and Cpl. Cloutier, both of R. 22nd R., who finished up sixth and seventh respectively.

Major Harry Davies, 3 R.H.A., was the first veteran skier, winning the Bad Gastein Beaker from S./Sgt. Hurst. No novice skier featured in the Alpine Combination of the seventy-six finishers.

15/19 H. won the Unit Championship, with the Greys and R. 22nd R. second and third. The Greys never have quite the luck to pull it off as they were second to 9/12 R.L. last year.

THE CAMP FOLLOWERS RACE

The Lady Hamilton Vase

Owing to the Meeting being shortened to one week, there was a severe drop in the number of entries for the Camp Followers race. This took place immediately after the Downhill and the fourteen ladies raced down the last half of the course.

Although the timing arrangements were excellent, recognition of the entrants proved difficult, not only because many were disguised in crash helmets, but the numbers had not arrived at the start when the first half dozen started.

Mrs. Jeremy Dumas, Liz to her friends, was an easy winner in 1 min. 46.2 secs., 25.6 secs. ahead of Mrs. Brook with Mrs. Prior third.

Well done the married ladies—not a miss in the first three!

PRIZE-GIVING

In this year of financial restriction it was considered that a prize-giving party on the lines of the previous years would be out of place. A more simple affair was held in the Hotel La Margna and extremely well laid on it was by the management for which everyone was very appreciative.

As is usual our many friends in St. Moritz who had helped make the week such a success were entertained and thanked for their efforts by the Chairman, General Pat Scott. Mrs. Dawson, wife of the Alpine Chairman, Colonel Pere Dawson, then presented the prizes amidst a continuous flashing as the Public Relations photographers recorded the occasion.

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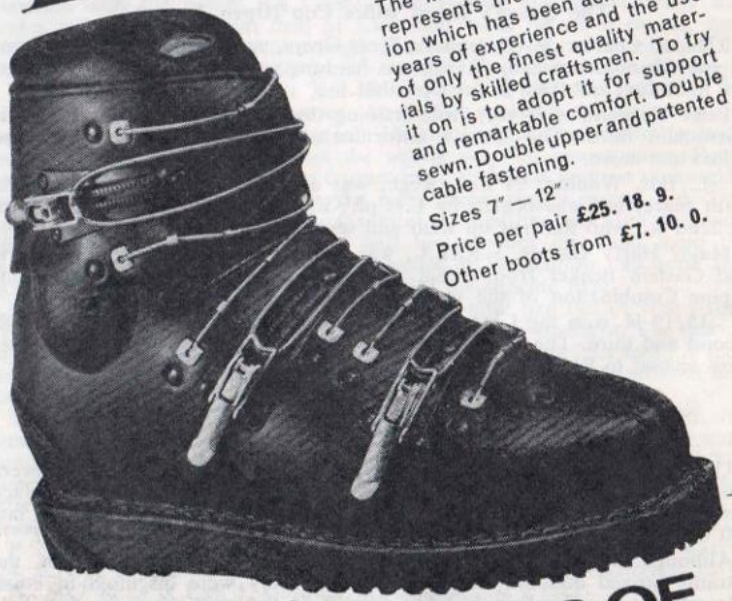
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BIATHLON AND CROSS-COUNTRY SKI-ING

by Brigadier J. C. Woollett, C.B.E., M.C.

This season has been in some ways rather disappointing because many of the plans which we had made have not come to fruition. The training of the British team has continued under the auspices of the A.S.A., and an account of this and of their recent activities is included in the Year Book by Brigadier Blakeway, the Chairman of the Nordic Committee of the National Ski Federation.

It did not prove possible to obtain the use of the camp at Tisleia in Norway for the periods for which we had hoped. This contributed to the cancelling of the Advanced Courses which we had hoped to run for skiers for all units in November, and also meant that the Junior Courses had to be considerably curtailed. However, a total of 45 took part in the courses which were very well run under the direction of Major Spary, R.E.

The climax of financial stringency, and the more searching examination of external military activities meant that we had the greatest difficulty in providing support for the Junior Courses which have always been run on a semi-official basis. For the same reason attempts to place ski-ing on a more official basis have not been supported and the position is as before.

In B.A.O.R. things are brighter and cross-country ski-ing has been organised on a more thorough basis, and a very large number of soldiers have been able to be trained in this and other elements of winter warfare under Brigade arrangements. This has led to greater interest in cross-country ski-ing and the entries for the divisional meetings increased considerably.

We are most grateful to the B.A.O.R. Ski Association for undertaking again the running of the Army Cross-Country Championships. Because of reduced accommodation at Oberjoch they were not able to allow an unrestricted entry and selection was made at divisional meetings. Ten teams from each divisional meeting and 20 individuals were allowed to go forward to the British/Army/B.A.O.R. meeting. Next year the same system will be adopted, but as explained in the Chairman's Report, the number of teams going forward to St. Moritz to compete in the Alpine Section of the Princess Marina Cup will be reduced to about 20.

Next year we hope to run the Junior Courses for junior soldiers and schoolboys in Norway again, but we shall not be sure of being able to do this every year until some accommodation of our own is available, and the Council is examining this problem in conjunction with the National Ski Federation.

The provision of rifles from the Nuffield Trust increased the interest in biathlon tremendously and the entries for this race nearly doubled. This will give us a much wider field from which to select potential biathletes, and we also hope to run the junior biathlon race with a view to providing competitions for junior soldiers and others introduced to the sport in Norway. The number of biathlon rifles is not quite sufficient to meet the demand of units in B.A.O.R. and it is proposed to submit a further request to the Nuffield Trust for the provision of an additional 30.

The interest, numbers of competitors and the general standard of cross-country ski-ing and shooting is steadily rising. This is most encouraging for future prospects and if we succeed in getting further civil as well as military support for cross-country ski-ing we shall be able to build on a very firm basis.

The following were awarded biathlon and cross-country colours for 1967:

Cpl. Dakin, 1 Q.D.G.	Gnr. Bean, 94 Loc. Regt.
Cpl. Notley, 3 R.G.J.	Cpl. Tancock, 1 Q.D.G.
L./Bdr. Andrews, 39 Msl.Regt.	Capt. Leaning, 94 Loc. Regt.

For the Olympic Year, Major-General Ian Graeme has arranged for *Soldier* magazine to cover the training of the British Biathlon Team from September right through until the Olympics. I hope that all concerned will try to produce news and photographs to make these articles really worthwhile.

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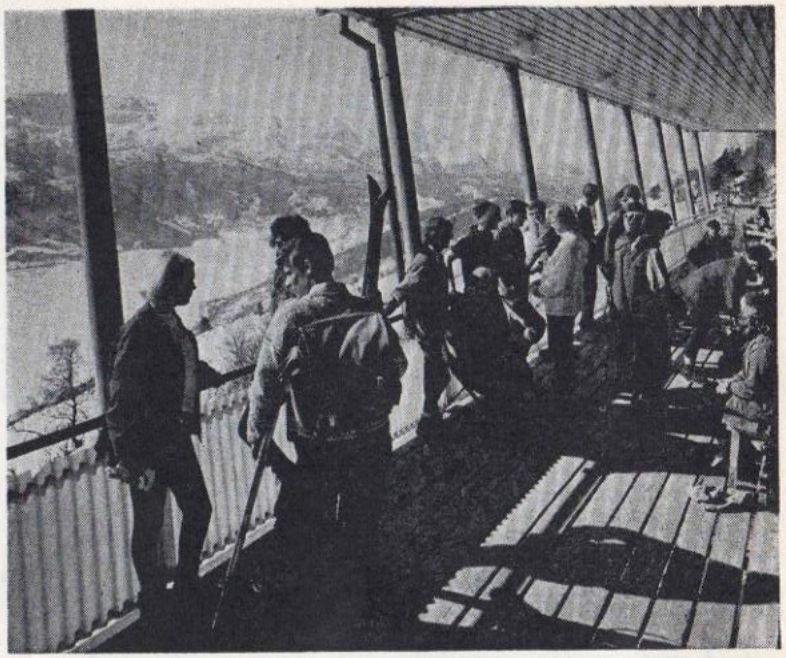

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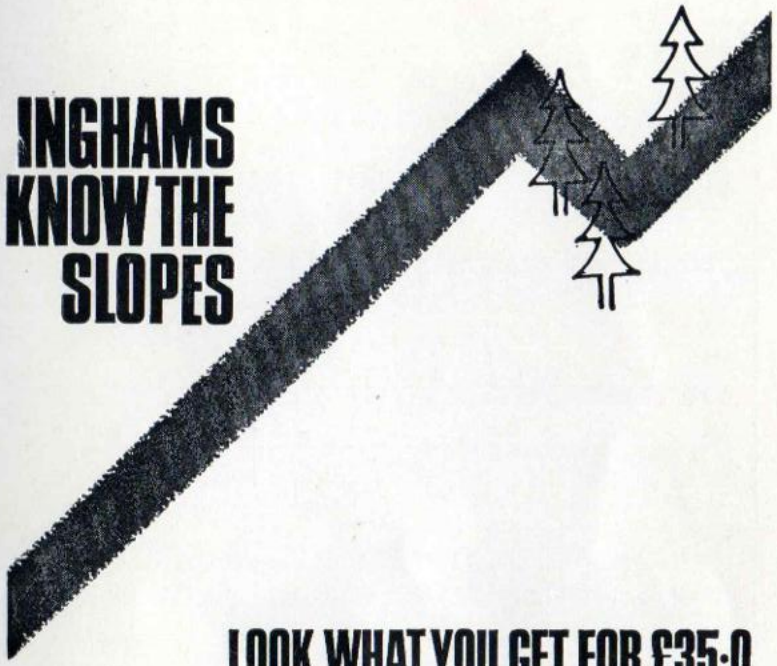

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